



ALL HANDS

OCTOBER 1976





ALL HANDS

MAGAZINE OF THE U. S. NAVY — 54th YEAR OF PUBLICATION

OCTOBER 1976

NUMBER 717

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John F. Coleman, Editor

JOCM Tom Stuart, USN, Assistant Editor

Associate Editors

LT John Alexander, USN,	Production
Ann Hanabury,	Research
Michael Tuffli,	Art
E. L. Fast,	Layout

WRITERS: JO1 Jerry Atchison, USN; JO2 Dan Wheeler, USN; JO2 Davida Matthews, USN; JO2(SS) Peter D. Sundberg, USN; JOSH Francis Bir, USN; RESEARCH: Edward W. Jenkins; PHOTOS & LAYOUT: JOC Bob Rainville, USN; PHOTOGRAPHY: PH2 Terry C. Mitchell, USN; PH2 M. Lee Dumond, USN.

Front Cover: Photo by PHC C. L. Wright

Left: Clamp down aboard the destroyer USS Hull (DD 945). Photo by PH1 C. N. Begy.



Sub Escape Training

From ho-ho-ho to
'a piece of cake'

Story and photos by
By JO2 (SS) Pete Sundberg

Twelve wet young men stand in line, waiting. No one will admit he's even a "little scared," although nervous spurts of chatter and some laughter pervade the otherwise quiet passageway.

Suddenly, everyone's attention is focused on the slowly opening, 300-pound chamber door. The men climb through, crowding into the chamber. The door is secured behind them by a 13th man—a diver responsible for their safety.

Then, he opens a valve and water begins flooding the chamber from the mammoth training tank next to it.

The water temperature is 92° F., but here and there men shiver. Water continues rushing in until a gauge indicates chamber pressure equals that in the tank. By now the water is chest-deep—some of the shorter men are held above the surface by their companions.

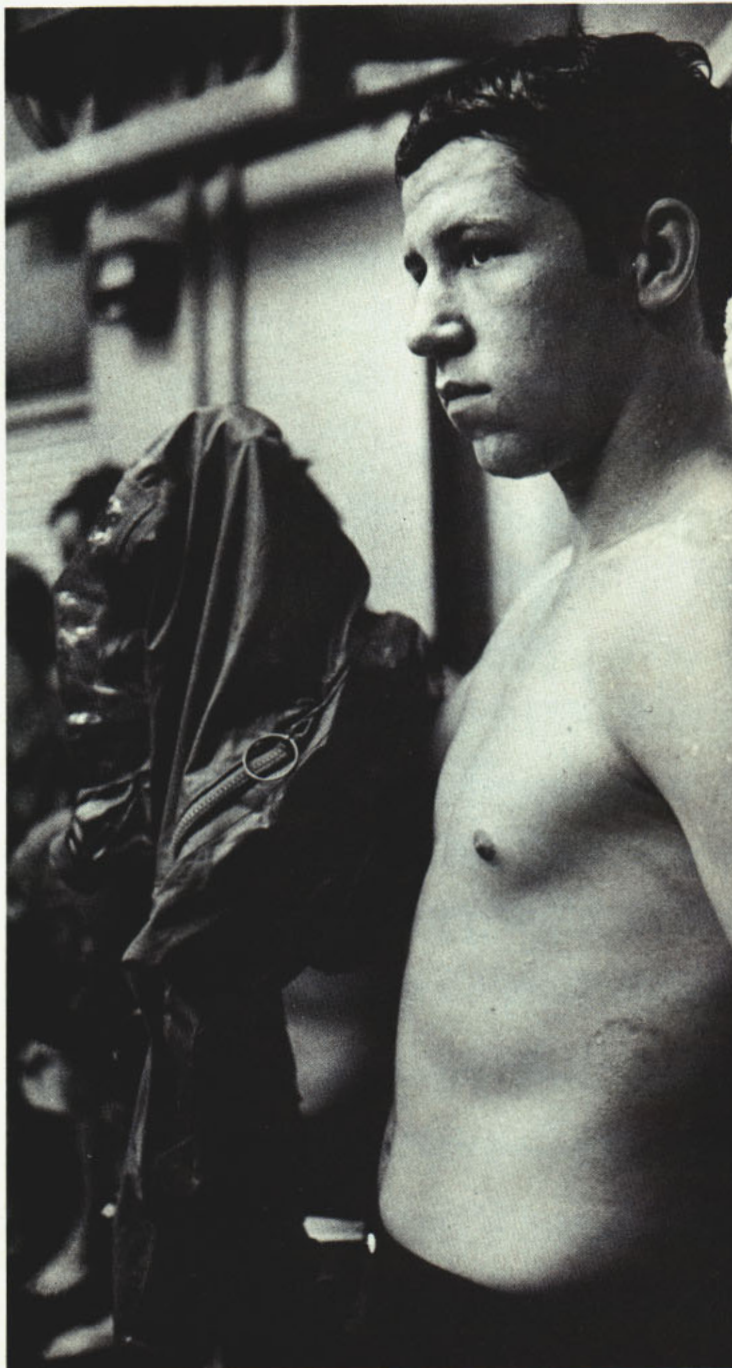
"OK, men, put 'em on," says the diver.

They don Steinke hoods (inflatable life jacket with a hood attached—the air-filled apparatus allows a man to breathe underwater) and wait for the "go" order from topside. The word comes, the first man's vest is inflated, he takes a deep breath and steps from the chamber into the escape training tank to begin a 50-foot ascent to the surface.

The man travels upwards at 425 feet per minute, yelling "ho-ho-ho" (to expel air) at the top of his lungs. He breaks the surface, his momentum carrying him halfway out of the water. Two divers guide him to a ladder, he climbs out of the water and yells, "I feel fine," to a corpsman waiting to give him a medical checkup.

"It's a piece of cake," the now confident submarine school student says.

Submarine escape training at the Naval Submarine School, Groton, Conn., is only one phase of the seven-week curriculum. Escape training is completed early—usually during the second week of school. A student can't graduate until he has been pressure tested (to 50



Left: All submarine school students are tested shortly before beginning escape training to ensure they are able to withstand the pressure at a 50-foot depth. Right: A student, Steinke hood in hand, waits for word to enter the escape chamber.



feet) and successfully completes two buoyant, Steinke hood ascents in the diving tank.

Every safety precaution is taken before, during and after the training.

Before a student makes the ascent, he attends slide/lecture presentations, makes a number of dry runs and, finally, a practice ascent (without hood) from eight feet.

He learns that yelling "ho-ho-ho" while surfacing will save his life. If this is not done, the air in his lungs will expand and an air embolism will occur as the depth (and pressure) decreases.

During the ascent, experienced Navy divers in the tank monitor the student's progress. If a diver thinks a man is making a mistake, the student's ascent will be stopped and he will exit safely through an underwater air lock. The man is then told what he did wrong and sent back down to try it again.

On the surface, an underwater medical specialist checks the student for aftereffects. If the student appears to be suffering from an embolism, for example, he's immediately put into a recompression chamber.

With the anxieties of escape training behind him, the student must concentrate on the academic challenges of sub school. He'll spend many hours in the classroom learning how a submarine operates.

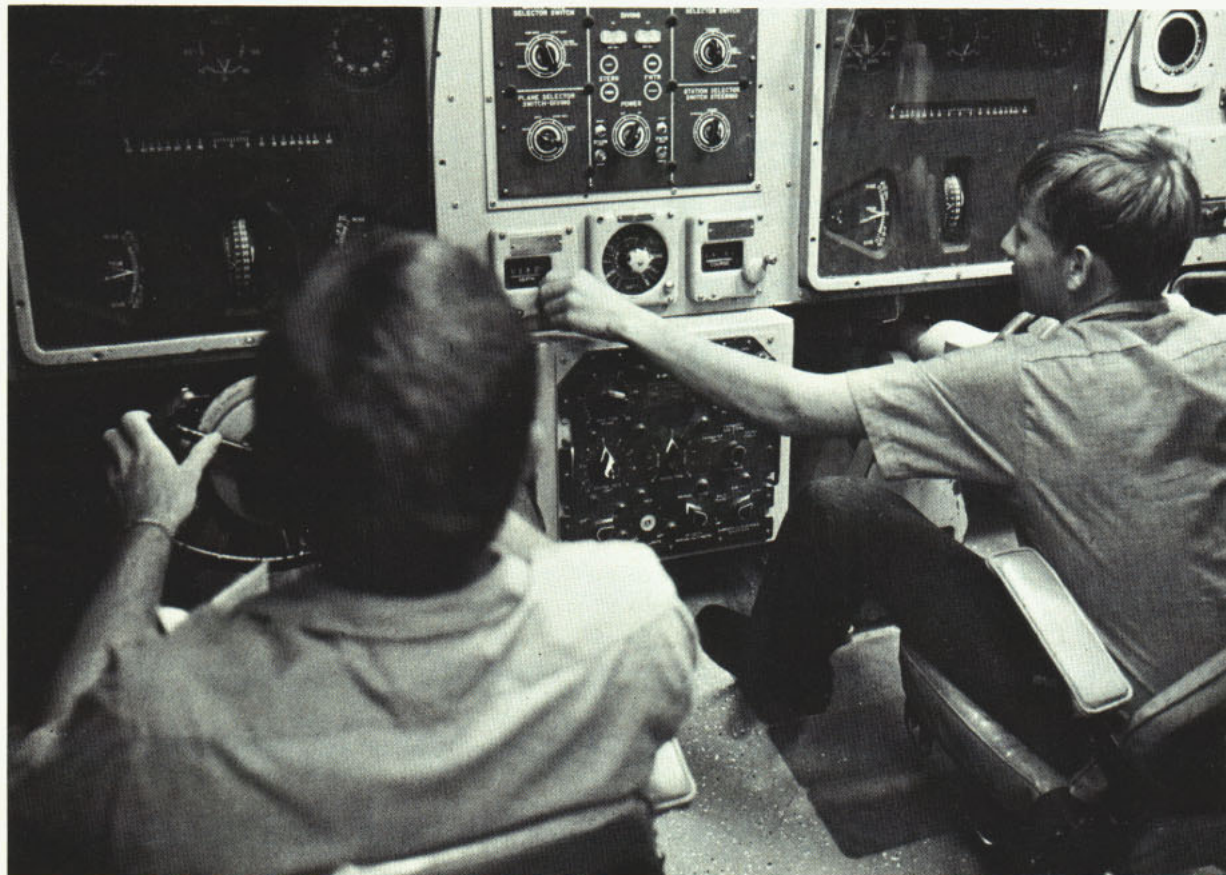
He has to become familiar with the boat's major systems, how they work and what to do if they fail. Diving, surfacing, trimming, life support systems, battle stations—everything that goes into the successful operation of a submarine.

He'll get practical experience on one of the many submarine ship control simulators. Teamwork and operating procedures are stressed.

With the experience gained, in both normal and emergency situations, the future submariner will be able to walk aboard a submarine with a "feel" for how it handles, thus reducing time required to qualify on the ship control watch station.

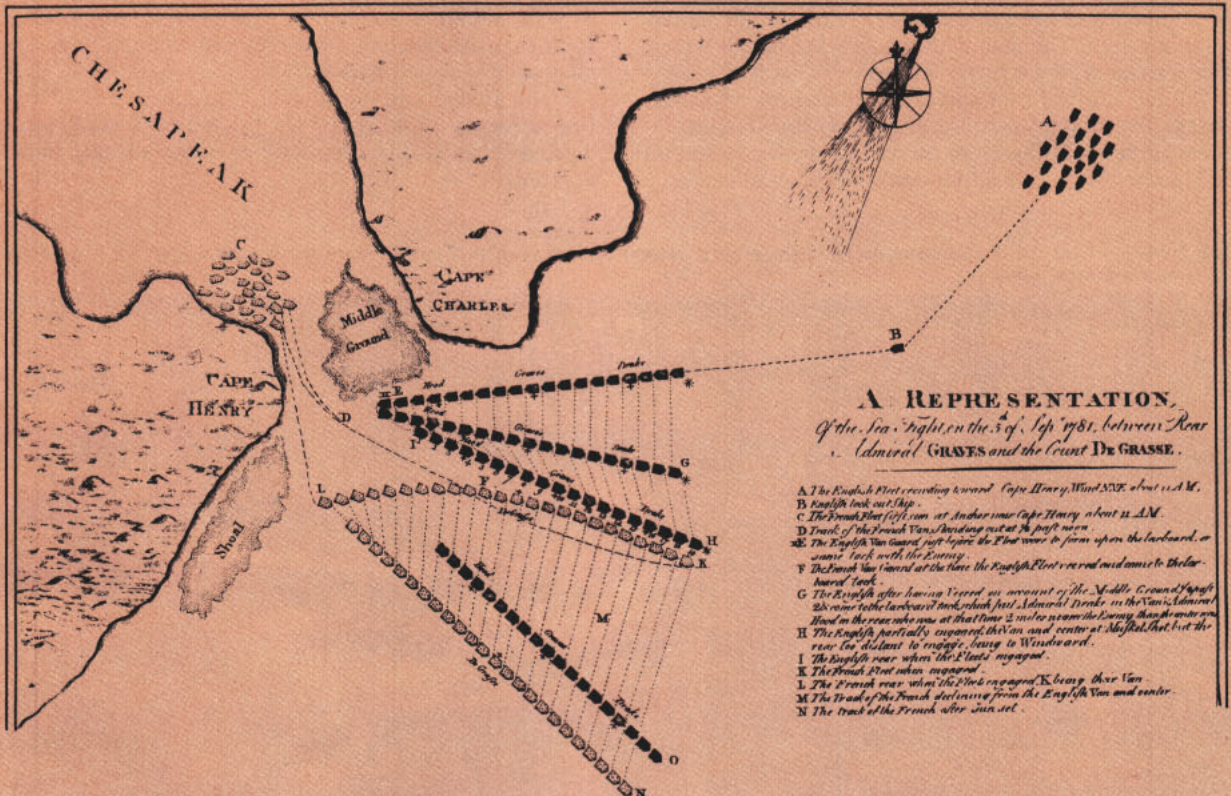
Upon graduation, the student is assigned to a submarine to begin working for his "dolphins." He'll soon discover that qualification isn't easy but earning those dolphins is worth it.

Left: Surfacing from the 50-foot level during Steinke hood escape training. Below: Students learn to work as a team on a mock-up of the ship's control panel.



the Unsung Hero

Comte de Grasse



By JO1 Jerry Atchison

One of the curious twists of the Revolutionary War revolved around the man whose name is borne by the newest of the U. S. Navy's Spruance-class destroyers, *Comte de Grasse* (DD 974).

Francois Joseph Paul, Comte de Grasse, was a Frenchman who fought in an American War. He was also a seagoing man who fought in what was primarily a land-based conflict. Yet his actions helped cap the fledgling colonies' struggles against Great Britain.

It happened like this. Late in the summer of 1781, the main body of British troops in America, led by Lord Cornwallis, were encamped near Yorktown, Va., on a spit of land surrounded on three sides by the James and York Rivers and the Chesapeake Bay. Washing-

ton's troops were pressing in from land to the North and West.

Cornwallis, his back to the sea, was not too concerned about his apparently precarious position. The British fleet, after all, was the mightiest in the world and had proven its strength time and time again. British ships had thrown up a blockade of American ports that threatened to strangle the economic life out of the revolution. Cornwallis assumed the fleet would either support his forces in Yorktown or embark his army—leaving the field to the American and French armies (Lafayette directed the French army at Yorktown).

Neither Cornwallis nor the British fleet anticipated the actions of the Admiral of the French fleet, Comte

de Grasse.

To understand how de Grasse came to be involved, let's back up a bit. In March of 1781, King Louis XVI ordered de Grasse to the West Indies to command French squadrons in the waters of North America. His job was to protect French colonies in the southern part of North America.

Over this whole scene hung a cloud of French humiliation at the hands of the British in the actions of the Seven Years War. France wanted not only to get even with her arch rival of the high seas but also to establish new trading opportunities with the young United States. King Louis' instructions to de Grasse were explicit: deliver a decisive victory at sea and neutralize British sea power.

Communications between de Grasse, General Rochambeau (overall commander of French troops in the colonies) and General Washington promised just such an opportunity as Cornwallis moved his army to Yorktown.

The main body of the French fleet was located in the West Indies. The British were in the waters off New York. Making a bold decision, de Grasse ordered the French ships to chart a course for the Chesapeake, leaving the West Indies unprotected from the sea.

His intentions were well masked. The British, sure that the French were heading toward New York, moved their forces off Sandy Hook to meet and repulse the expected invasion of that important city. In the meantime, the largest concentration of French ships during the Revolutionary War made its way instead toward Chesapeake Bay.

The situation was deteriorating for Cornwallis. Yet he was confident that the British fleet, which boasted a record of success, would salvage his position. Outmaneuvering Cornwallis' armies, Generals Washington and Rochambeau joined up their troops with those of Lafayette near Yorktown.

The combined American and French Army now numbered over 20,000 versus 7000 available to Cornwallis. And still Cornwallis continued to look to the sea for help.

The arrival of de Grasse's fleet in the Chesapeake on August 29 sealed their fate. De Grasse put additional troops ashore and delivered needed funds to pay the American and French troops. The defeat of Cornwallis could now only be averted by a British naval victory.

But what of the British fleet? Admiral Graves, British Commander in American waters, belatedly realized the French fleet was not sailing for New York. All indicators now pointed toward the Chesapeake—and Cornwallis!

Graves thought the situation could still be salvaged. He felt his 19 ships would prove decisive in any action against a French fleet he assumed would number only 12 ships at most.

It was a very surprised Admiral Graves who entered Chesapeake Bay on the morning of September 5. There to greet him were 24 French ships-of-the-line ready to do battle.

The ensuing battle is history. The fight lasted only two and a half hours. The British lost only one ship, but the remainder of their fleet was so badly damaged that another engagement with the superior French naval



Comte Francois-Joseph Paul de Grasse

forces was out of the question.

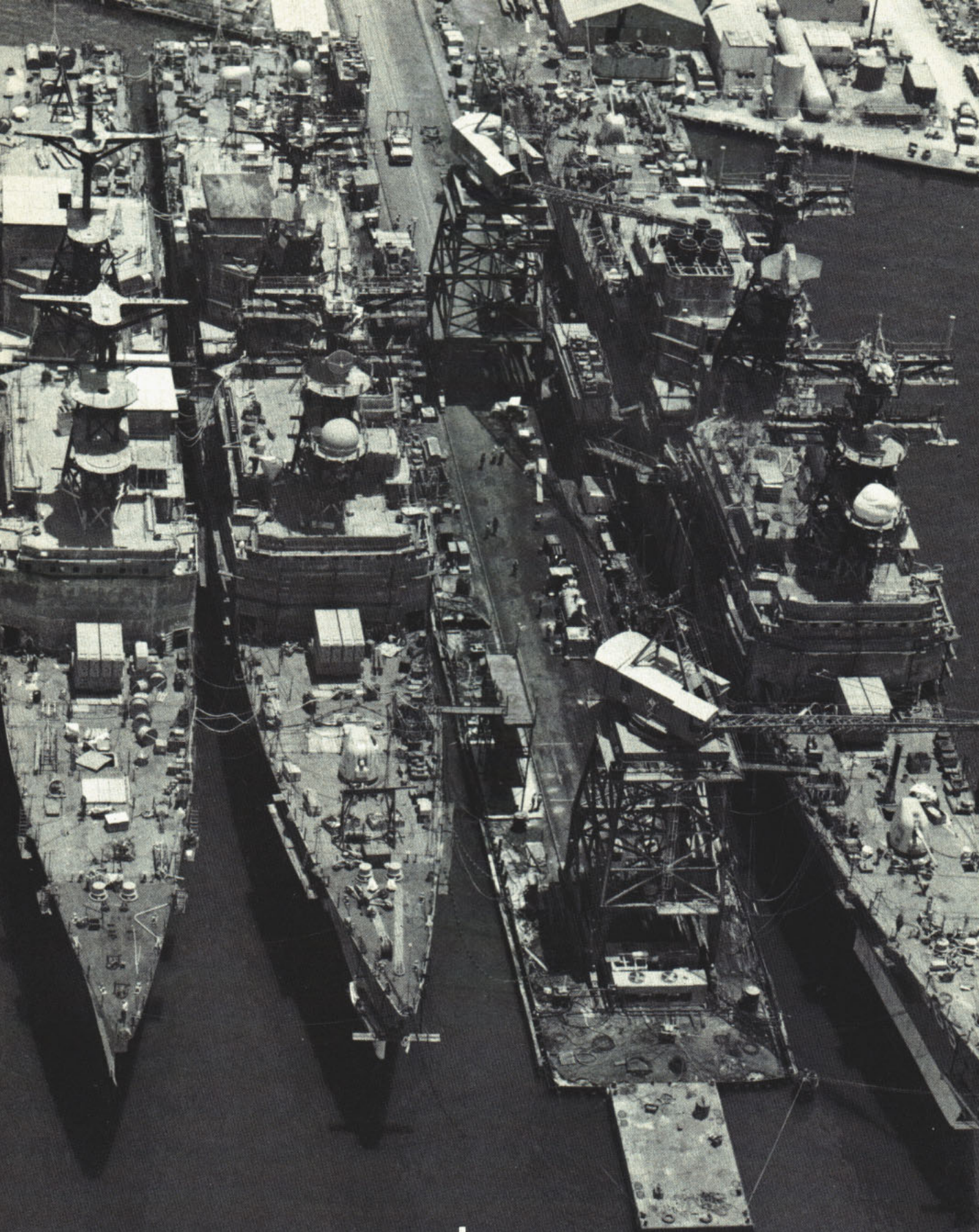
The British lost the battle at sea. Cornwallis lost the badly needed support of naval forces. Great Britain lost the war against the American colonies.

Lord Cornwallis surrendered to General Washington on October 19. De Grasse, the man responsible for achieving naval superiority by stripping French naval forces in the West Indies was too ill to attend.

Nor was he to achieve recognition during his lifetime. Americans were reluctant to credit the French Admiral with this critical action of the war, because it was entirely fought by the British and French. The British admirals involved were never censured for not gaining victory.

During a subsequent battle in the West Indies, de Grasse was captured by British Admiral Rodney and spent the remainder of that war as a prisoner in London.

After the war he was acquitted by a court-martial, retired to his country estate and published his memoirs. Comte de Grasse died in 1788 at the age of 65, an unsung hero of the American Revolutionary War.



comte de grasse

a name from the past ...a ship for the future

Comte de Grasse (the man) and *Comte de Grasse* (the ship) share more than just the name. The man carved his niche in history by doing the unexpected—and succeeding. There's a lot about DD 974 that even the oldest salt wouldn't expect to find—but would appreciate nonetheless.

The ship is the 12th in a series of 30 *Spruance*-class destroyers slated to join the fleet. She, like her predecessors, shares some rather surprising innovations in shipboard design, operation and habitability.

Comte de Grasse was launched during the summer and much work remains before she formally joins the fleet. But a stroll about her equipment-covered decks and down into her yet unfinished living and work spaces points up some innovations that are already at work aboard operational *Spruance*-class destroyers.

As a start, there are the engineering spaces—the heart of any ship. But this ship's heart beats in an unusual

way. Four 220,000-horsepower marine gas turbine engines turn variable-pitch screws that will push *Comte de Grasse* at over 30 knots. Sailors accustomed to earlier vintage destroyers get a surprise the first time she gets underway. The familiar throbbing sound of conventionally powered ships has been replaced with the high-pitch whine heard around airports as jets wind up for takeoff.

"The first time I went to sea on a ship of this class," said a now seasoned gas turbine engineman, "I felt like I was in an airplane. As we headed across the harbor I half expected the darn thing to sprout wings and lift out of the water."

The ship does not fly, but her gas turbine engines allow her to "light off" and get underway in only a fraction of the time required by other ships.

Although *Comte de Grasse* will be a multimission ship, emphasis is on antisubmarine warfare. Naturally



Combat Information Center aboard *Spruance*-class destroyers
(Photos by Litton).



enough, the brains of her ASW system are in the combat information center (CIC). Beneath the deceptively simple exterior of the CIC's ASW computers and equipment lies an incredibly complex system. ASW teams are able to identify and track submarines using a variety of techniques, transmit this information to a number of weapons systems and pass on information changes even after the weapons have been fired.

Turning from turbines and computers, to living spaces, the observer quickly learns why some have called *Spruance* destroyers the most "people-conscious" class of ships in the fleet.

Workmen are dipping brushes into paint cans that contain anything but standard battleship gray or pilot-house green. Bright colors are going up on bulkheads while patterned carpet is being laid underfoot.

Gone are the standard metal furniture, head- and knee-knocking hatchways and narrow bunks. Besides the distinctive design of the three-tier racks, one notices the ample amount of clothes closets for hanging the new uniform (and, perhaps, a selection of civvies for liberty.)

But the crew's comfort is not only considered in the living spaces. All work spaces have been designed with

the crew in mind. Since *Comte de Grasse* is about twice the size of World War II destroyers (she still carries nearly the same size crew), thought had to be given to easing the load of operating a large, complex ship.

Along with the benefits realized from on-board computers and automated systems, there are work consoles designed so that operators in the engineroom, CIC or bridge, will have everything they need at their fingertips.

Since a ship has about a 30-year life-span, *Comte de Grasse* was designed with tomorrow's technology in mind. Like many modern household appliances, the profusion of equipment aboard *Comte de Grasse* has been built into integrated units. These units not only save space, but also permit simple and rapid replacement with updated equipment.

The importance of efficient crew operations strikes home once you return topside. She is a big destroyer and, right now, appears to have twice as many shipyard workmen swarming over her as the total number of her completed crew.

Her weapons systems—from *Harpoon* missiles to LAMPS helicopters—will be contained on decks where only empty housing now exists. Until she is finally ready



to join the fleet, we can only surmise from her sister ships already afloat how *Comte de Grasse* will look.

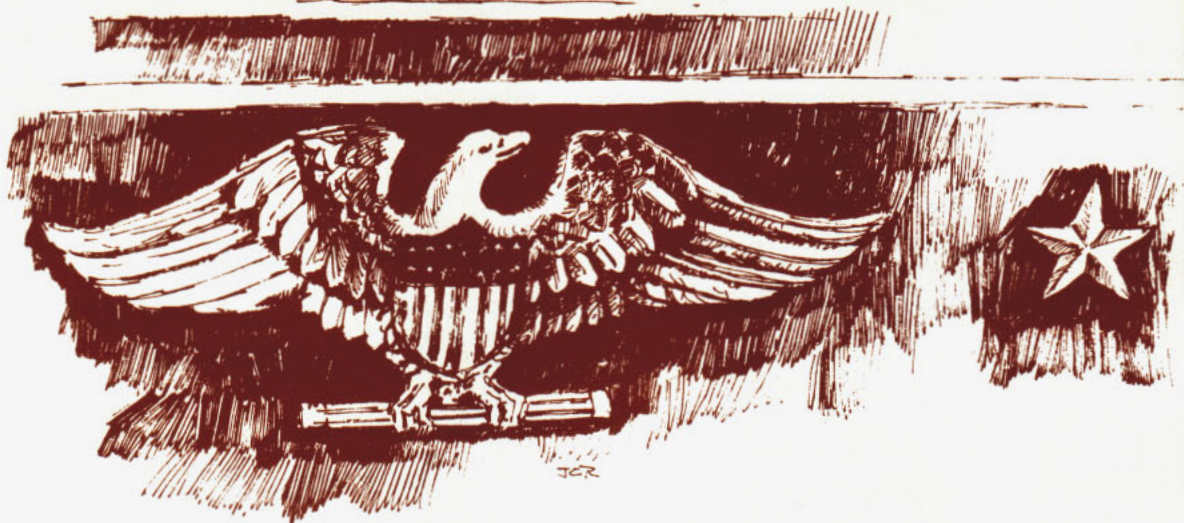
But it is fascinating to consider the ties between Comte de Grasse (the man) and *Comte de Grasse* (the ship). The American Revolutionary War hero provided a very real line of defense for Washington's troops during the Battle of Yorktown, and in so doing gave a startling object lesson in the real value of seapower. Providing that equally important line of defense today for our aircraft carriers and support ships will be DD 974's assignment.

Comte de Grasse, by his actions, served to cement the ties between France and America. According to Madame Giscard d'Estaing, wife of the President of France, the ship *Comte de Grasse* will be a renewed symbol of that relationship.

Speaking at the launching ceremonies this past summer she said, "We have always found the same wish to keep alive the privileged ties that have united our two countries for 200 years, those ties which, with a generosity we shall never forget, America renewed during the two world wars."

It's true. *Comte de Grasse* is a particularly appropriate name for a particularly distinctive ship. **J.A.**

Above: Madame Valery Giscard d'Estaing, wife of the President of France and sponsor of *Comte de Grasse* (DD 974), christens the ship with traditional bottle of champagne (Photo by Litton). **Left:** Galley service line for enlisted men on Spruance-class destroyers (Photo by PH1 Lonnie M. McKay).



The Lore of 'Old Ironsides'in Words and Pictures

Sketches by John Roach

John Roach's sketches of *Constitution* on these and the following pages represent a happy blending of artistic talent with a maritime background that goes back to his childhood.

"My father was a naval architect and I grew up around Ft. Lauderdale, Fla. and Newport News, Va.—two major seaport cities," Roach recently told ALL HANDS.

"By the time I was 14 or 15 I knew I was going to be an artist and seagoing themes were what I knew best."

The 33-year-old artist has had a lot of opportunities to practice his craft. As a Navy journalist third class, Roach was assigned to the Navy Recruiting Aids division at the Washington Navy Yard where he produced artwork for the recruiting program. After his tour in Washington, he spent time attached to the staff of Commander Seventh Fleet where he made paintings and sketches of the Navy's involvement in Vietnam—both in country and in the Gulf of Tonkin.

After completing his Navy enlistment, Roach went to work for a civilian ship design firm, but still maintained his close ties to the Navy. In 1974, he received

a commission in the Naval Reserve. As Lieutenant (jg) John Roach, he has worked on a number of Navy-related themes for the Navy's Combat Art Program.

The *Constitution* project developed out of an idea he had to illustrate items of historical interest for the bicentennial year. About a year and a half before the bicentennial, Roach set off to sketch not only the grand sweep of the U. S. Navy's oldest ship, but also the important details of life aboard that ship 200 years ago. He combined his artistic talents with in-depth research to come up with the sketches shown here.

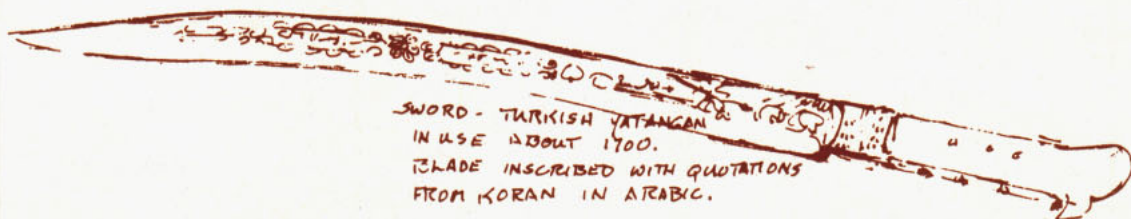
John Roach continues to sketch and draw and paint his maritime subjects for the Navy. He brings to the task years of study at fine arts academies in France and Germany, along with a fine arts degree from the University of Maryland. He is now completing work for a master's degree in fine arts from American University, Washington, D. C.

But his talents have not been used exclusively on maritime subjects. He was tapped to assist the noted American painter Allen Cox, in painting historical murals in the House of Representatives wing of the nation's Capitol.





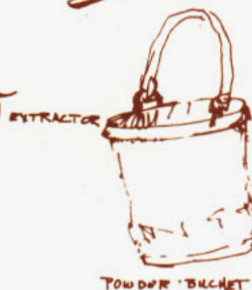
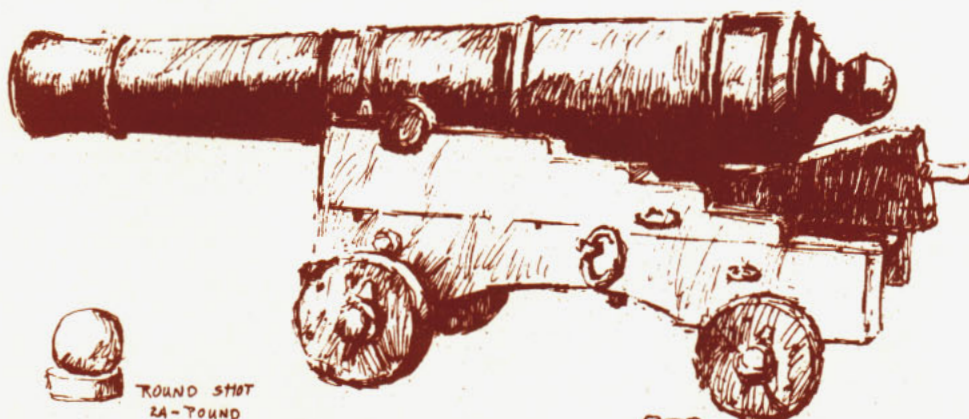
SPAR DECK AND GUNS



SWORD - TURKISH YATAGAN
IN USE ABOUT 1700.
BLADE INSCRIBED WITH QUOTATIONS
FROM KORAN IN ARABIC.

24-POUND LONG GUN
AMERICAN

THE LONG GUN WEIGHS 5,730 LBS. CHARGED WITH ABOUT SIX LBS OF POWDER. IT COULD FIRE A 24-POUND SHOT A RANGE OF TWELVE HUNDRED YARDS.



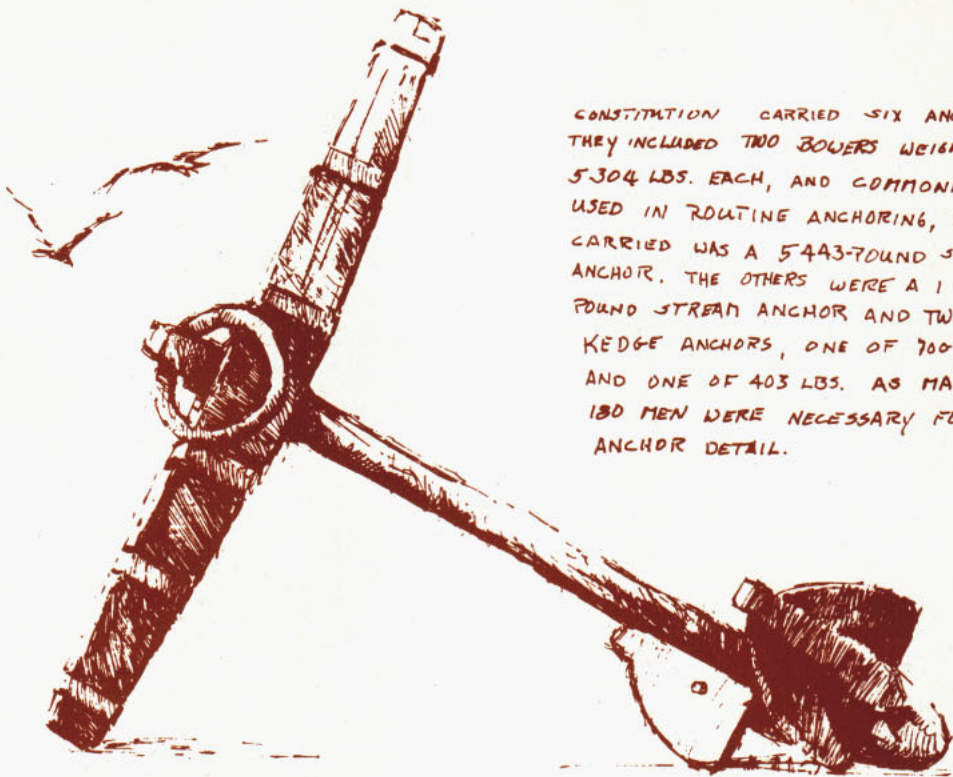
MAGAZINES WERE DEEP IN THE SHIP BELOW THE WATERLINE. THE GUNPOWDER WAS STORED IN WOODEN CASKS. YOUNG LADS RUSHED POWDER CHARGES TO THE GUNS ABOVE DECKS. THESE YOUNG BOYS WERE CALLED POWDER MONKEYS AND WERE FREQUENTLY THE TARGET OF THE SHARPSHOOTERS WHO TRIED TO EXPLODE THE CHARGE.



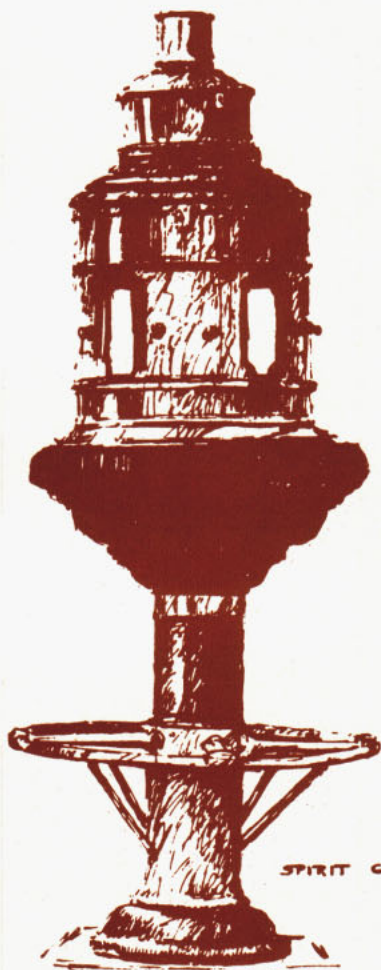
SLOW MATCH
EACH GUN WAS PROVIDED WITH LENGTHS OF SLOW MATCH WHICH WAS USED TO SET OFF THE POWDER TRAIN ON TOP OF THE GUN. THESE MATCHES WERE PIECES OF HEMP OR COTTON ROPE BOILED IN A LEAD SOLUTION WHICH MADE THEM STIFF AND SLOW BURNING (ABOUT 4 INCHES AN HOUR).



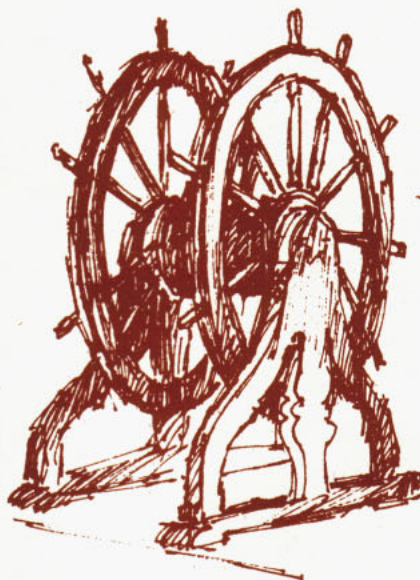
HEATING POT
HANGING THROUGHOUT THE SHIP. THE SOURCE OF HEAT WAS EITHER CHARCOAL OR A CANNON-BALL HEATED TO RED HOT ON THE GALLEY RANGE.



CONSTITUTION CARRIED SIX ANCHORS. THEY INCLUDED TWO BOWERS WEIGHING 5304 LBS. EACH, AND COMMONLY USED IN ROUTINE ANCHORING, ALSO CARRIED WAS A 5443-POUND SHEET ANCHOR. THE OTHERS WERE A 1100-POUND STREAM ANCHOR AND TWO KEDGE ANCHORS, ONE OF 700 LBS AND ONE OF 403 LBS. AS MANY AS 180 MEN WERE NECESSARY FOR THE ANCHOR DETAIL.



SPIRIT COMPASS



SHIP'S WHEEL



Taking in



OLD COIN DATED 1797
PLACED UNDER THE MIZZENMAST
WHEN STEPPED IN PLACE

ONE OF TWO COMPASS
BINNACLES



Sail



A SAILOR HAD TO BE VERY CAREFUL WHEN
ALOFT. TAKING IN SAIL REQUIRED ATTENTION,
COOPERATION AND COMMON SENSE.

IT WAS A VERY DANGEROUS MANEUVER. IF
THE SAIL EVER GOT AWAY FROM A MAN
IT COULD KNOCK HIM OFF HIS FOOT ROPE
TO FALL IN THE SEA BELOW.

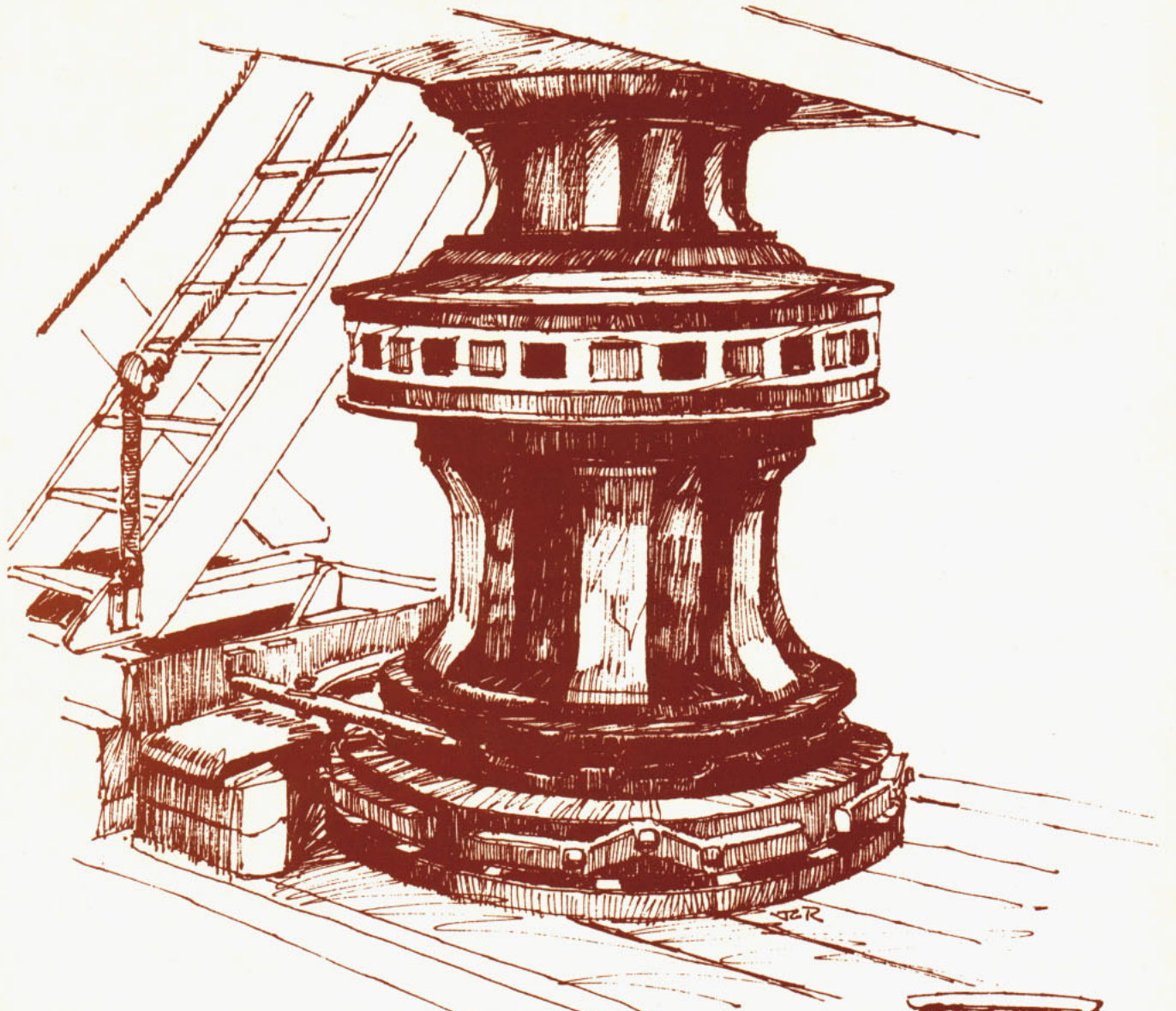


CARVING KNIFE MADE
FROM A DECK SPIKE
PART OF THE ORIGINAL
MESS GEAR OF
CONSTITUTION



QUARTERDECK WATCH OFFICERS AND MEN AT THEIR STATIONS

BY THE SHIP'S HELM IS THE SAILING MASTER, A SENIOR WARRANT OFFICER WHO IS RESPONSIBLE FOR TAKING THE SHIP WHEREVER THE CAPTAIN ORDERS. ON THE HIGH SIDE OR WINDWARD THE SENIOR HELMSMAN WOULD STAND ASSISTED BY ANOTHER MAN ON THE OTHER SIDE. THE COMPASSES ARE IN THE TWO BINNACLES FORWARD OF THE SHIP'S WHEEL.

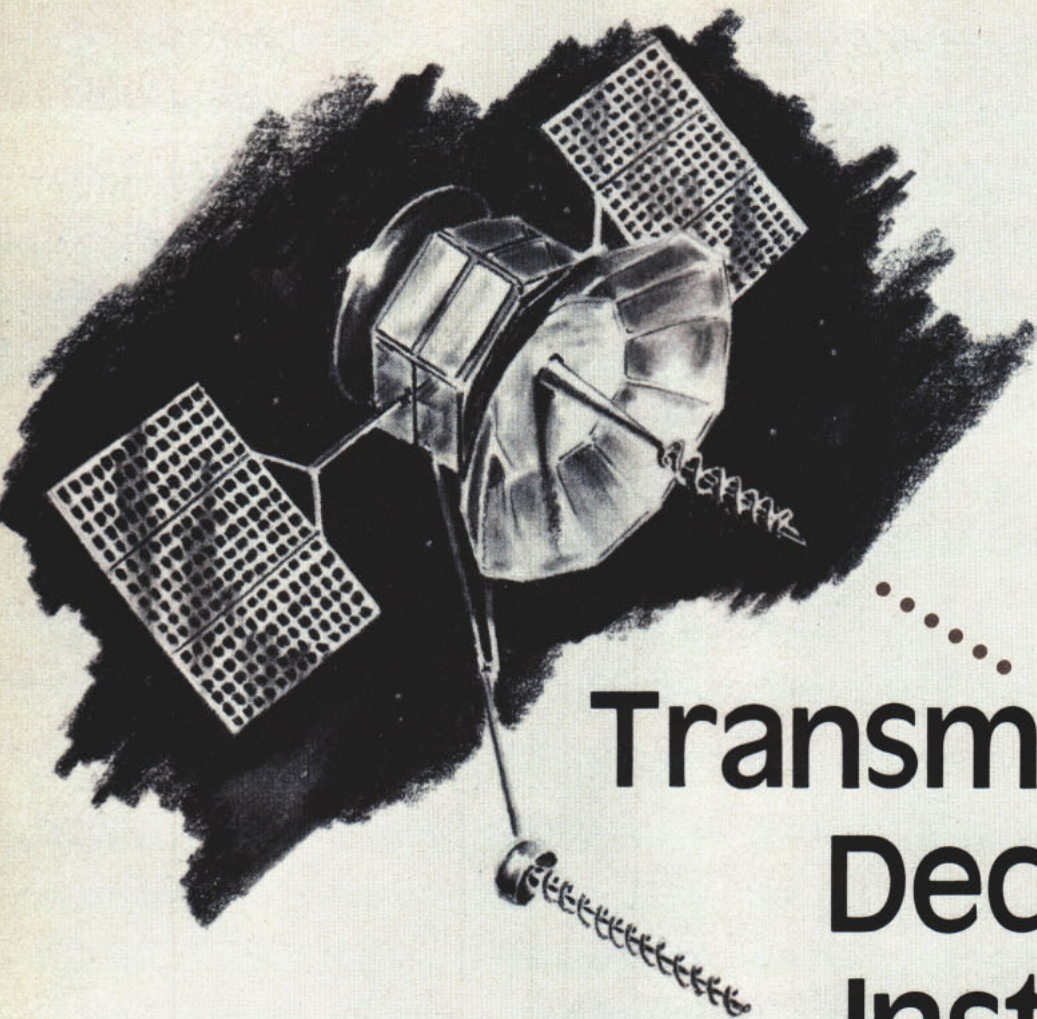


SHIP'S CAPSTAN

THE CAPSTAN WAS USED FOR TASKS REQUIRING GREAT EFFORT: WEIGHING ANCHOR, LIFTING BOATS, SPARS, TACKLING THE SHIP'S YARDS, ETC.

BY ENGAGING A LARGE PIN IN THE CAPSTAN ON THE SPAR DECK ABOVE, THE TWO CAPSTANS COULD THEN BE USED SIMULTANEOUSLY WITH EVEN GREATER EFFECT.





Transmitting Decisions Instantly

Story by JOC Tom Jansing.
Art by LTJG Bill Ray.

When Napoleon chose his fields of battle, he always positioned himself and his staff on the high ground. From that vantage point, he was able to hold a measure of control by observing the results of his orders, and by gaining new information on which to base new orders. Thus, he was able to effectively command his armies. He was practicing what today's military men call C³—command, control and communications.

The three Cs are central elements in the management of armed forces. Today, as in Napoleon's time, the military leader must maintain *control* of the situation by gaining information and monitoring execution; he must *command* with the assurance that his decisions will be immediately and effectively executed; and he must rely on good *communications* as the primary means to that end.

But Napoleon's modern-day counterpart, on land and at sea, faces a far more complex and difficult task, requiring constant attention and exotic scientific technology. Because of the great distances involved, the devastating nature of modern weapons and the speed of military actions, information must be gathered, and decisions conveyed to the field instantly.

The Worldwide Military Command and Control System (WWMCCS) was established in the early 1960s to carry out modern-day U. S. military C³ requirements. At that time, the unified and specified commands were given the authority to build up their own C³ systems. Each was primarily designed around the command's own mission, and was to be compatible with the systems of the other commands. They were also to be compatible with the system that supported the national command authorities—the President and Secretary of Defense.

The system didn't always work. Messages often got mixed up on their way to the field, and many were not routed into the Washington C³ system.

In January 1967, when USS *Pueblo* was seized by the North Koreans, there were problems in getting messages back and forth. This focused a great deal of attention on military communications systems.

At a meeting at the National Press Club in October 1971, Deputy Secretary of Defense David Packard said, "We are making some changes which will, in effect, centralize and improve the management of the Worldwide Military Command and Control System and, more

C³ Command Control Communications

importantly, that portion of the WWMCCS that is called the National Military Command System (NMCS)."

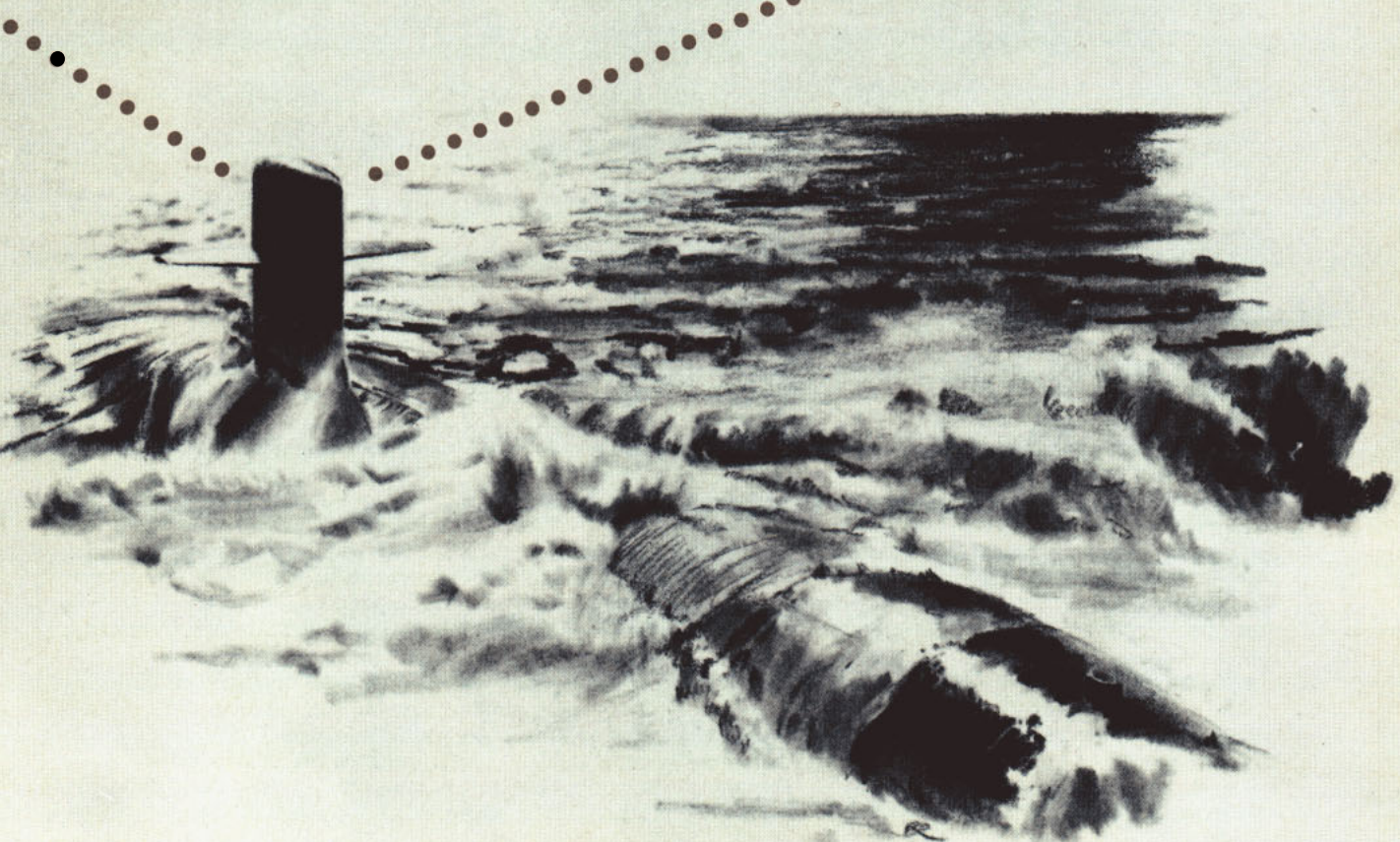
The plan called for the Chairman of the Joint Chiefs of Staff to be responsible for overall operation of the NMCS. It changed C³ so that local commanders had to design their command system to meet the requirements of the national command system first, and second, to meet the requirements of their own mission.

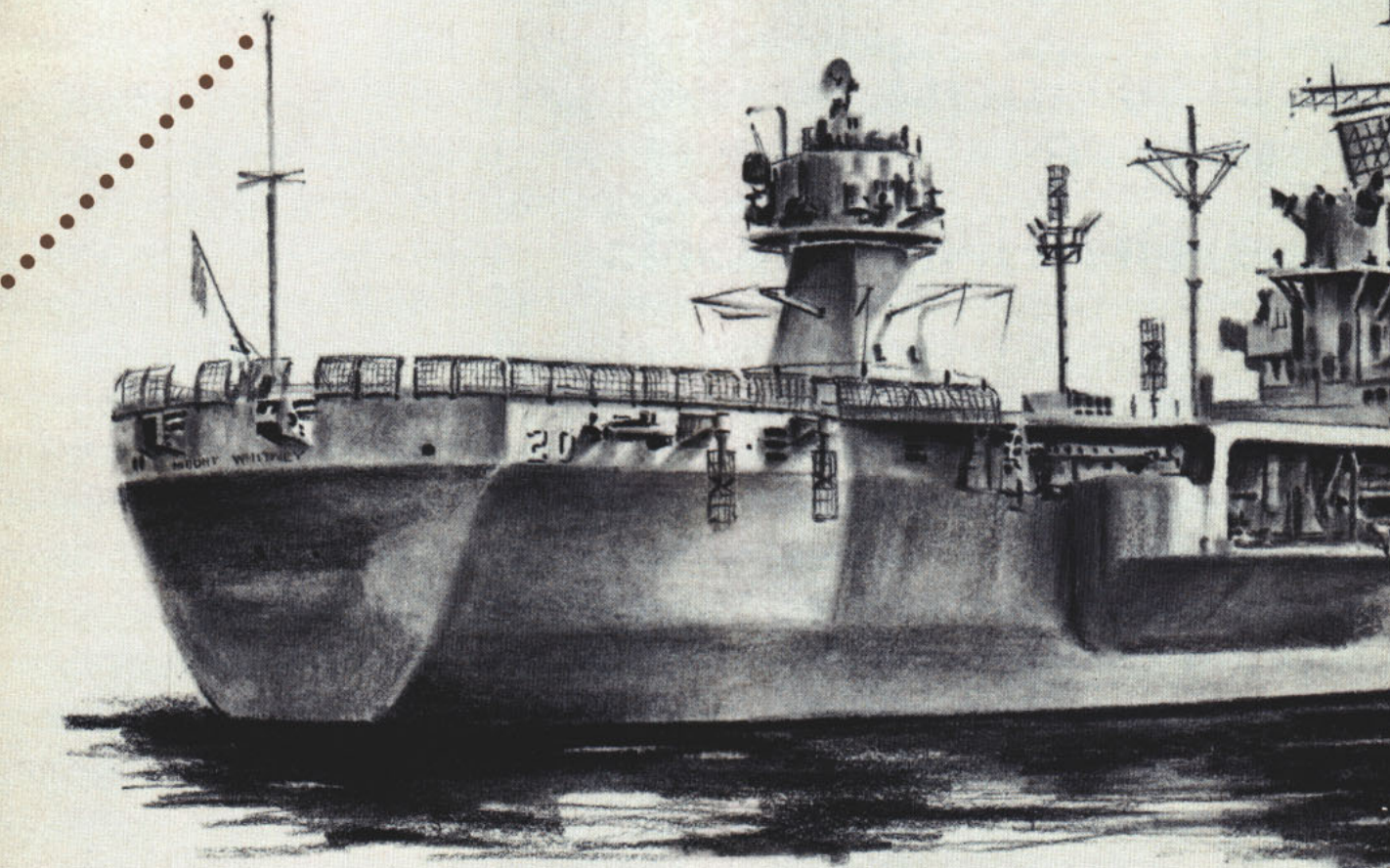
The WWMCCS got its next important test during the Middle East crisis in October 1973. U. S. intelligence sources reported that the Soviet Union was preparing to send several thousand airborne troops into Egypt to "aid" in the cease-fire between the Israelis and the Arabs.

As a result of this information, and other important factors, the National Security Council met at the White

House and decided to put all active duty forces on global alert. The order went out from the National Military Command Center in the Pentagon through the facilities of the WWMCCS. Unified and specified commands around the world received this mandate—in less than three minutes. The system was shaping up.

(Cont. on page 23)





C³ also means Sophistication

The Command, Control and Communications System (C³) calls for a variety of new and highly sophisticated equipment. These are some of the more important.

- **AFSATCOM.** The Air Force Satellite Communications Program is designed to give north polar coverage to NMCS. AFSATCOM I recently completed its test and evaluation phase, and production is scheduled to begin this year. In the meantime, AFSATCOM II is being planned. This phase will upgrade antijam capabilities and improve physical survivability.

AFSATCOM will use short, low-speed (teletype rate) messages to execute orders, receive feedback and redirect forces. Its low speed will permit use of relatively simple ultrahigh frequency, low-power equipment.

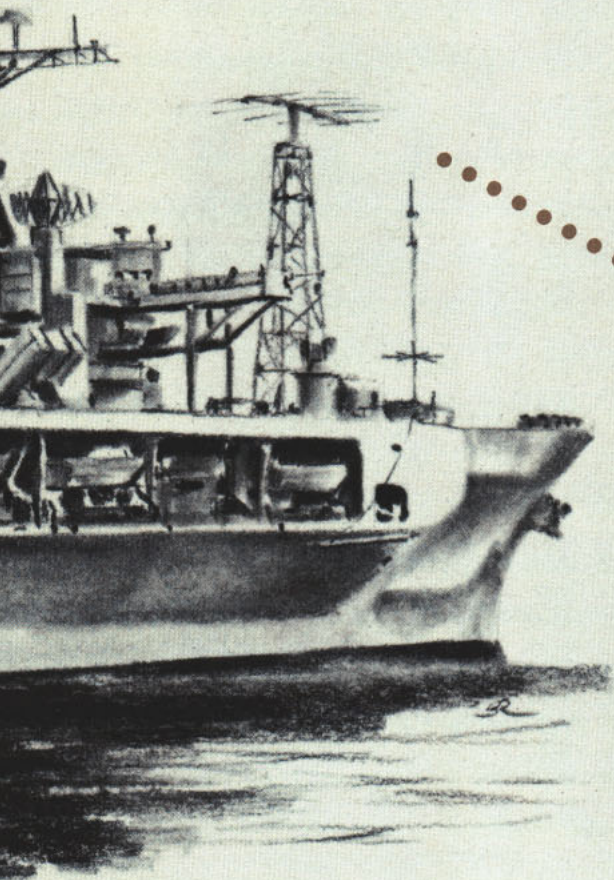
- **DSCS.** The Defense Satellite Communications System is a high capacity, superhigh frequency system which will provide secure voice links for the WWMCCS. It also supports communications if other systems are disrupted for the President, the Diplomatic Telecommunications Service and transmission to CONUS of some

surveillance, intelligence and early warning data.

Four DSCS satellites are presently in operation which gives global coverage. In 1974 six more satellites were contracted for to give continuity to coverage by 1977-80. More than 50 stationary satellite ground terminals and a number of highly mobile terminals for deployed Army, Air Force and Marine Corps forces are being developed.

- **FLTSATCOM.** The Fleet Satellite Communications Program will help relieve the Navy of its almost total dependence on high frequency transmissions for beyond-the-horizon communications. It will also add capabilities not possible with high frequency, such as antijam of the fleet broadcast system.

Like AFSATCOM, FLTSATCOM operates at ultrahigh frequency, making possible the use of relatively low-cost terminals and simple antennas. Unlike DSCS, it will have a small capacity with no use of widespread voice circuits. For this reason the Navy is developing the automatic message handling system (IXS).



(From page 21)

WWMCCS had come a long way since the *Pueblo* incident.

In February 1974, the WWMCCS Council met and decided to find a master plan (an "architecture" as they call it) for a system which will be based on present and future C³ needs. The effort to develop that system is now underway.

Today, the WWMCCS, through the National Military Command Center (NMCC) in the Pentagon and at two alternate command facilities, is kept in continuous communications with the "first priority" NMCS.

The Strategic Air Command (SAC) is tied to the NMCC through its principal command post at Omaha, Neb., and airborne command posts. In event of attack, the airborne posts would be linked to the NMCS through Omaha. SAC has eight airborne command posts involving 24 aircraft. (→)

FLTSATCOM has already begun operation to cover the Atlantic and Pacific oceans using leased satellite "transponders" capable of emitting coded radio signals. Product of its own satellites began last year, and launches are scheduled for 1977.

- **AABNCP.** The Advanced Airborne Command Post will be built on board an E-4 aircraft to give national command authorities protection and flexibility in the event of nuclear war. It will be capable of satellite communications and have a computer terminal connected directly to the WWMCCS ground-based automatic data processing system.

The system is being developed in increments to take advantage of growing understanding of the command and control problems. The first aircraft was delivered in 1974 and a program completion date is not known.

- **SEAFARER.** This is a land-based, "highly survivable," antijam communication link from the NMCS to ballistic missile and attack submarines—the least vulnerable of our strategic offensive forces. It will allow

global communications with these submarines.

Initial tests have demonstrated the operational and technical feasibility of the SANGUINE system. Development and prototype testing are continuing at present.

- **TRI-TAC.** Established in 1971 as a joint Army, Navy, Marine Corps and Air Force program, the Tri-TAC objective is to develop compatible communications equipment. The gear must also be compatible with the Defense Communications System and systems of our allies, particularly NATO. A completion goal of the early 1980s has been set for this project.

- **COMSEC.** Communications Security is a continuing program involving (1) the research, development, procurement, maintenance and operation of cryptographic devices; and (2) the supervision and monitoring of DoD telecommunications to assure an acceptable level of communications security.

Current objectives are development and procurement of COMSEC equipment for combat net radio systems, and secure voice terminals for the Tri-TAC system. ■



Sea-based strategic missile forces are also linked to NMCS through appropriate subordinate commands, Navy shore-based and sea-based radio stations and the Navy TACAMO (Take Action and Move Out) relay aircraft. Navy transmitters can also be linked to SAC forces. When all the authorized TACAMO aircraft are available it will be possible to keep one plane flying at all times over both the Atlantic and Pacific oceans.

All WWMCCS networks are deliberately designed with redundant systems for high security and survivability. Other programs now being developed and put into use will also enhance these important factors.

Satellite communications offer solutions to C³ problems which are difficult, expensive or impractical to solve by other means. Although not inexpensive, satellites have many advantages such as alternate communications routes, great geographic flexibility and good protection from physical attack and jamming.

Three satellite communications systems for the C³ program are now under development: The Fleet Satellite Communications Program (FLTSATCOM), the Air Force Satellite Communications Program (AFSATCOM) and the Defense Satellite Communications System (DSCS). (See page 22.)

In addition to satellites, other communications programs are underway. These are: the Advanced Airborne Command Post (AABNCP), *Seafarer*, Tri-TAC and the Communications Security Program (COMSEC).



The Navy is developing a wide range of C³ systems in order to operate effectively on the far-flung oceans of the world. The systems range all the way from the extremely low frequency *Seafarer* communications system for submarines to the high frequency radio satellites for ships, aircraft and the Marine Corps. Command facilities are being updated by using the latest computer techniques to handle the astounding amounts of information and intelligence which are essential to the deployment and operations of a modern Navy.

At the heart of the Navy Command and Control System (NCCS) are the Fleet Command Centers (FCC) and the Tactical Flag Command Centers (TFCC). These are being developed to take maximum advantage of computer advances in order to provide commanders with information from many sources.

An FCC will ultimately be linked to its subordinate TFCCs by FLTSATCOM. Timely and accurate reports will flow both ways through this vital link.

FCCs are command centers for the main Navy operational commanders—CINCPACFLT, CINCLANTFLT and CINCUSNAVEUR—and a command support center for the Chief of Naval Operations. Through the FCC a CinC can correlate information from TFCCs and other sources to arrive at a well-thought-out, well-planned course of action for his forces to follow, and will be able to give them the best support from their own and other sources.

The FCC will provide afloat commanders (in TFCCs) the information and intelligence they need but which is not otherwise readily available to them. The CinC can also channel vital information through his FCC to his seniors to keep them apprised of any situation as it arises.

The TFCCs will be upgraded versions of afloat flag plots. They will provide at-sea commanders with immediate information from ships, aircraft and other local data systems which can be correlated with other information and stored in computers to be called up when needed. Afloat commanders will also be able to give CinCs in the FCC the local tactical situation from TFCCs faster and more accurately so that CinCs can fulfill their responsibilities to other operational units and to the DoD and National Command Authorities.

The FCC-TFCC link will make it possible for Navy commanders ashore and afloat to operate truly as a team. This teamwork will greatly increase the effectiveness of our operational forces. It will also serve the cause of detente by reducing the chance that a minor crisis will escalate to a major one by increasing the responsiveness of forces to relatively minor crisis situations.

Should such an escalation occur, however, or should an opponent underestimate the United States' strength and resolve, our C³ system will allow the Navy and other armed forces to quickly bring the maximum weight to bear in any conflict that results.





Questions and Answers Officers

Q. *In one of your question and answer installments, you noted that telephone conversations between enlisted personnel and their detailers are not considered to be official communications. Is this true of officers and their detailers?*

A. It is except in one instance. A telephone conversation between an officer and his detailer regarding an impending set of orders is considered official notification for all officers including retirement-eligible officers (see BuPers Note 1800 of 12 Mar 1976). When, in such circumstances, the officer accepts orders, the phone communication commits him to a minimum of one year in billet prior to resignation or release. (See SecNav Instruction 1920.3H).

Effective 30 Apr 1976, requests for retirement from officers who receive notification by any means within six months of their projected rotation dates, will normally not be approved. It has been policy to allow a retirement-eligible officer 10 days to request retirement in lieu of accepting his next assignment.

The purpose of this is to provide stability. If an officer accepts an assignment by phone and then changes his mind after the rotation process has gotten underway, it creates a hardship for the officer he is expected to relieve, as well as a potential problem in readiness. Thus, an officer who is notified of an assign-

Questions and Answers

ment over the phone is committed to at least one year in that billet before requesting retirement, resignation or release from active duty.

Q. Are women officers eligible for change of designator from the unrestricted line to the restricted line and the staff corps?

A. Yes, they are. Women are now serving in each of the staff corps, and a directive is in preparation authorizing their entry into the restricted line communities.

Q. Is it necessary to receive an application for augmentation or change of designator 30 days before the convening of a selection board? What happens to the application if it is not received within this time?

A. It is necessary to allow sufficient processing time, that is, to establish lists of candidates for the selection board, to draw officer records, to incorporate applications with the respective records, etc. If the application is not received by the deadline date, it is retained on file and presented to the next continuing augmentation board.

Q. If I am not selected for augmentation, how long must I wait before I can reapply?

A. One year from the date of the previous applica-

tion. Articles 1020120, 1020150 and 1020160 of BuPers Manual give details.

Q. Is it possible for a person to find out why he/she was not selected for different programs such as augmentation, change of designator, LDO/WO program or, reclassification of LDOs?

A. No. Records of why applicants are not selected are not kept. In a majority of cases, the reason for nonselection is that all aspects of the applicant's record did not compare favorably enough with those of his or her contemporaries.

Each selection board is convened by a Secretary of the Navy precept which contains instructions that board members may not divulge the nature and content of their proceedings. These instructions are based on the Secretary's determination that each board member must be able to arrive freely at his recommendation without pressures which could result in some officer having an advantage not available to all. The opinion and recommendation of each individual selection board member, in a particular case, are finally registered by his vote which is unknown even to the other members. Thus, it is never possible to state with certainty the precise reasons for any selection board action.

Q. I am an 1110 lieutenant commander, and block 104 on my latest ODC (Officer Data Card) contains the code XC2P. What does it mean?

A. Block 104 of the ODC is reserved for detailer remarks. The surface warfare LCDR detailers use three ready reference codes: X—officer has served an unaccompanied tour; C2—surface LCDR executive officer selectee with FY of selection; P—primary selectee for junior service college.

Q. How does an officer on active duty report self-acquired additional education which raises his/her current educational level?

A. Active duty officers are required to submit a brief letter to the Chief of Naval Personnel (Pers-3163) when an additional degree is acquired or sufficient credits are earned to change the educational level through self-acquired additional education. The report should include school name and location, dates attended, major field of study, level attained and title of degree, if any. An official transcript must accompany the request.

When a baccalaureate degree is earned, officers should send the letter report and transcript to the Superintendent (Code 022), Naval Postgraduate School, Monterey, Calif. 93940. Additional information can be found in the Manual of Navy Officer Manpower and Personnel Classifications, NavPers 15830C.

Q. How often does the surface Warfare Officers School Command (SWOSC) Department Head Selection Board meet?

A. Every month, usually during the last week.

Q. I have been advised by my detailer that my application for selection to the Department Head Course at Surface Warfare Officers School Command has been considered and that I am in a "reconsider" status. What does that mean?

A. Upon receipt of your next fitness report (tem-



duins reports don't count), your detailer will place your record before the board for further consideration. If you are again held over for reconsideration, your record will not be boarded again until receipt of a subsequent fitness report.

Q. *If I am not selected for the Department Head Course at SWOSC, how soon may I reapply?*

A. Normally, one year after your nonselection or upon receipt of your next fitness report.

Q. *What are the phone numbers for the Surface Junior Officer Assignment Branch in BuPers?*

A. Autovon 224-3341/3351. A hot line has been established for use by commanding officers who wish to discuss junior officer assignment policies with the branch head. It is autovon 224-3331.

Q. *How long do I have to qualify as a surface warfare officer under the present Personnel Qualification Standards Program?*

A. Under normal circumstances, within 24 months during the first tour of shipboard service. This excludes periods of regular overhaul and restricted availabilities.

In addition, commanding officers are authorized to extend the qualification period to a total of 36 months when there is insufficient operating time to permit certain underway qualifications such as OOD; when the requirement to qualify as EOOW takes precedence, as in the case of officers assigned to the engineering department; when the requirement exists to complete nuclear engineering training; or if there is some personal hardship which precludes work on SWO qualifications.

Q. *What if I fail to finish my SWO qualifications in my first sea tour? Should I cash in my chips and forget about a career as a Surface Warfare Officer?*

A. No. If you have put forth reasonable effort and made progress in your SWO qualifications on your first sea tour so that you show promise of ultimate success, your detailer may be able to arrange a follow-on sea



Questions and Answers

tour after your initial three years in order to permit more time for you to complete all the qualifications. This would require extension on active duty for some officers whose initial obligated active duty would expire before the completion of the next normal two-year tour. If you are interested in this route, discuss details with your commanding officer and detailer.

Q. What are my career options as a submarine strategic weapons officer?

A. A strategic weapons officer may pursue a full unrestricted line career as a submariner (1120) and strategic weapons subspecialist. Although this career pattern may not include command, it may lead to a proven subspecialist designation under the Operational Technical Managerial Systems (OTMS). An alternative is to change designator to engineering duty (1410), and pursue a career associated with strategic weapons or submarines as well as traditional engineering duty assignments.

A third alternative is to pursue a command-oriented career as a surface warfare officer. The shift to surface warfare may be accomplished in three primary ways:

selection to Surface Warfare Officer School Department Head Course, selection for surface executive officer assignment, or selection for surface command contingent upon a qualifying executive officer assignment. In each case, shift of warfare specialty may occur only after completion of a nominal six years of commissioned service, and a department head tour as a submariner.

Q. Am I assured command of a nuclear submarine once I attain the designation "Qualified for Command?"

A. First of all, successful completion of the command qualification is predicated on serving as executive officer and demonstrating the maturity, professional competence, and leadership required to be a commanding officer. The squadron commander convenes a board to evaluate each candidate through underway and in-port examinations. The submarine force commander grants final approval as "Qualified for Command of Submarines."

You should realize that qualifying for command, and being selected for command are not the same. Selection for command is carried out by the Submarine Command Selection Board. An officer is considered by the board once a year for three years, starting on his 13th year of commissioned service. The nominal command selection opportunity is 80 per cent.

For detailed information, consult NavPers 15197, "Unrestricted Line Officer Career Planning Guidebook."

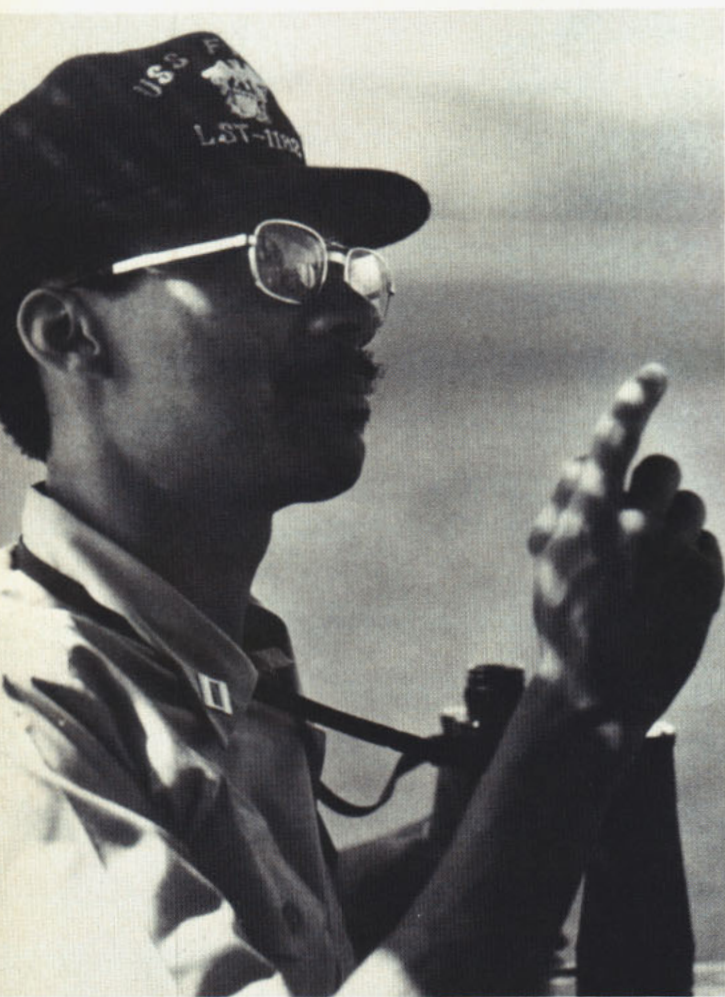
Q. I am interested in pursuing a master's degree during my first shore tour and have been reading about the Navy subspecialty system and the Naval Postgraduate School at Monterey. However, my course of study does not match any of the subspecialties and is not taught at Monterey. Will the Navy send me to a civilian university to obtain a master's degree?

A. No. The Navy provides training and formal college education only to meet its requirements. However, all naval personnel are encouraged to enroll in off-duty education courses of their choice. VA benefits can be used to pay much of the cost of qualifying programs.

Q. I received my master's degree in aeronautical engineering from NPS Monterey and currently I'm assigned to my second squadron tour. How can I qualify as a proven subspecialist in aero engineering?

A. You must work with your detailer to get assigned to a billet where you can perform in an aeronautical engineering (or closely related) billet. Subspecialty selection boards look for overall outstanding performers who have a wide range and depth of subspecialty experience. In your case, you must perform in a superb manner in the aeronautical engineering field for one or two tours while maintaining an overall highly competitive record.

Q. I am a 1310 officer who has not been selected for aviation squadron command after two "looks." Is there a specific year in which a year-group may expect the majority of its fair share of commands? If most commands are allotted the first two screens, can I consider my opportunity for command remote?



A. The answer to both questions is no. Screening for aviation squadrom command is unique in that there are eight distinct communities for which officers are screened—VAL, VAM, VF, VAQ, VS/VAW, RVAH, VP and HELO. Prospective commanding officers are selected based on the number of command slots opening for each community over a fixed period. The FY 76 board, for example, screened YGs 60-63 for command placement from July 1978 through January 1979. The number of commands available during that seven-month period varied considerably for each community depending on total number of commands, PRDs, etc. Because of this, quotas in some communities, for a given year-group, may be greater in the third or fourth screen than its first two. Though no fixed percentage of commands are allotted over each of the looks, every year-group is assured of its fair share of commands over the period of eligibility.

In general, officers with the prerequisite experience, qualifications, and best record of performance with regard to suitability for command will naturally be selected first. Approximately 47 per cent and 13 per cent of each year-group in the grade of commander will be selected for operational and special mission squadron command, respectively.

Q. How may I obtain copies of my officer fitness reports?

A. You may obtain copies of your last five fitness reports by submitting a request to: Bureau of Naval Personnel, Pers-374, Washington, D. C. 20370. A check or money order for \$2 payable to the Bureau of Naval Personnel must accompany the request.

Q. Are there any operationally oriented electronic warfare courses being developed at Naval Postgraduate School? If so, what are the inputs and what designators are eligible?

A. An Operational EW curriculum (Number 595) is intended primarily for unrestricted line officers, in grades LTJG-LCDR, who have an operational background in EW or who are motivated for an operational subspecialty in EW. The curriculum is planned to be no more than two years in length and will include requirements for a master of science degree.

Applicants should have a mathematics background through the calculus level. Officers not possessing this background may enter the EW course via the NPS Engineering Science Curriculum (one of two quarters), or may improve their mathematics through participation in the NPS Continuing Education Program. An officer's performance and motivation for this subspecialty are equally important qualifications.

Officers of designators 11XX/13XX who are interested in the Operational EW Curriculum may apply for curriculum 595 by letter to their detailers, via their immediate reporting seniors. The address is: Chief of Naval Personnel, Pers-4, Bureau of Naval Personnel, Washington, D. C. 20370.

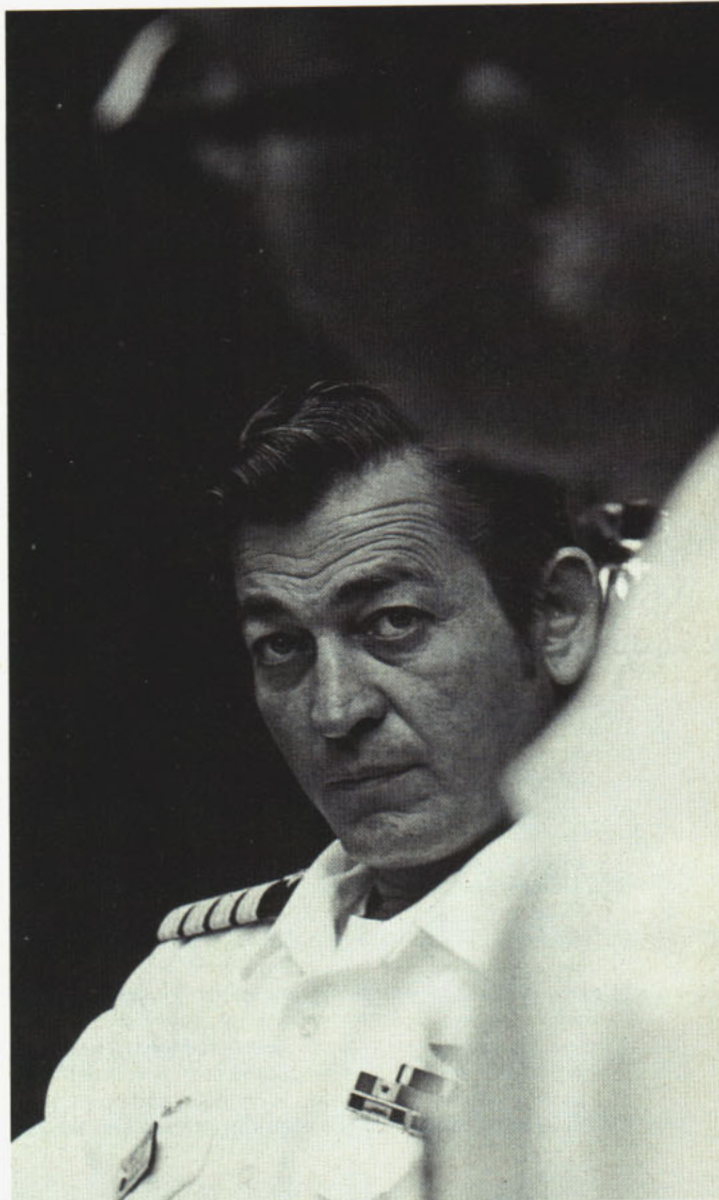
Letter applications for this curriculum will not preclude selection for PG choices previously indicated. The Operational EW Curriculum is in addition to PG programs given in OpNav Notice 1520 of 14 Apr 1975.

Q. I became a temporary CWO2 in June 1972 from

E-9, which I attained in March 1972. Is it possible to revert to and retire as an E-9?

A. Yes, it's possible. SecNav Instruction 1920.5 series gives the guidelines.

Basically, requests for termination of a temporary appointment must be made by letter to the Secretary of the Navy, via your commanding officer; chief of the appropriate sponsor, if any; and the Chief of Naval Personnel. Requests should be submitted in time to reach BuPers not earlier than six months (nor later than four months) in advance of the requested date. A complete Application for Transfer to Fleet Reserve (NavPers 630) and a statement from a medical officer that you are physically qualified, must accompany the request for termination of temporary appointment with concurrent reversion to permanent enlisted status and transfer to the Fleet Reserve.



Getting a Jump Ahead with Navy Jumps

By JO2 Dan Wheeler

Have you ever been in your rack late at night and, for some unexplained reason, begun wondering how many days' leave you have on the books or how much the Navy deducts each payday for social security? For those who have, it's downright annoying.

It's the kind of thing that gnaws at you. You rack your brain trying to get the answer but without the facts at hand it's impossible to be sure. The duty DK or disbursing officer could get the answer but it's much too late to check with them. Resolving to check it out first thing in the morning, you toss and turn the rest of the night figuring, constantly figuring, but to no avail.

When the Navy converts totally to JUMPS (Joint Uniform Military Pay System), answers to such questions will be as close as your last copy of the Leave and Earnings Statement (LES).

Under this system—fully implemented for officers January 1 and for enlisted members with social security numbers ending in 0, 1 or 2 on July 1—every Navy man and woman will receive a complete financial status sheet showing exactly how many days' leave have accrued, what taxes have been deducted, and the amount of allowances and allotments each month. In fact, all financial information is included and up to date.

The basic difference between this system and the old

pay record system is that a computer calculates your pay instead of your command's disbursing office. Additionally, the Navy Finance Center (NAVFINCEN) in Cleveland will be able to provide timely financial information to appropriation managers at the Bureau of Personnel.

A monthly LES will be forwarded from the NAVFINCEN to your disbursing officer. Using the information provided, he will be able to determine quickly how much each Navy person should be paid, thereby virtually eliminating overpayments and other miscalculations. Another potential advantage of this system, in addition to the obvious, is the avoidance of those nasty paybacks resulting from several months of receiving more pay than that to which you were entitled.

As events that affect your pay (e.g., advancement, longevity, sea duty, leave, allotments, etc.) occur, computer-sensitive (OCR) documents will be prepared by the disbursing officer and sent to NAVFINCEN (or BuPers which in turn feeds the information to Cleveland) to keep your master pay record current.

The LES looks confusing at first glance, yet it actually is very simple to decipher. A key on the back of the form explains what the entries in each box mean. Here are some added tips in reading your LES:

In blocks 26-32 (Allotments), a one-letter code indicates the type of allotment—e.g., "S" for savings, "D" for dependency, etc. If you have more than six allotments, the additional ones will appear in block 62 (Remarks). If the allotment is to be stopped at the end of the month, its termination date will appear in the "Remarks" block.

Blocks 57 (Forecasts of Amounts Due) will reflect longevity increases coming up immediately or any action that will affect your pay. Designed as a financial planning tool, block 57 forecasts may occasionally differ from your actual pay due to adjustments made by the disbursing officer based on changes in pay entitlements not yet received in Cleveland.

Block 62 (Remarks) will contain a brief description of events which affect your LES. For example, the following entries would show a longevity increase for an E-4 going over four years on November 24:

17 BP TO 1123 486.00

17 BP FM 1124 524.10

Notice that the LES block affected is identified, and then a brief description is given with the dates and/or amounts involved. A listing of the more common descriptions is located on the reverse side of the LES.

The LES is your personal financial statement and it's essential that any inaccuracies are reported immediately to your personnel officer or your disbursing officer. The majority of the information regarding your pay status in the Navy—promotions, dependents and special pays—is the responsibility of the personnel officer who, in turn, notifies the disbursing officer.

You can help by ensuring that pay-related matters are reported promptly and accurately. The Navy depends on you to help it keep a jump ahead of JUMPS.

DISBURSING OFFICER'S COPY

LEAVE AND EARNINGS STATEMENT

1. NAME (Last-First-MI) ARNOLD MELVIN L										2. SSN 237-83-4178					3.					4. SERV. USN					5. UIC 00236				
6. PAY GRADE E4		7. YRS 02		8. PEBD 740325		9. OPED 740325		10. EADS DATE 780324		11.		12. DSSN 6133		13. PRD COVERED 0801/0831		14. DATE PREP 760826		15. APPROV DATA		16. AMOUNT BF 13232									
17. BP 43740		18. BAQ		19. BAS		20. CMA 630		21.		22.		23.		24.		25. TOTAL AMT 44370		26.		27.									
28. B 625S		29. 10000I		30. 2375		31.		32.		33.		34.		35.		36.		37.		38.									
39. 340		40. 4614		41. 2559		42.		43.		44.		45.		46.		47.		48.		49.									
44. TYPE 13100760731		45. AMOUNT 16133		46. DATE N0236		47. DSSN 13100760815		48. PR-VOUCHER NO. 6133		49. TYPE 13100760815		50. AMOUNT 6133		51. DATE N0008		52. DSSN 26200		53. PR-VOUCHER NO.		54. TOTAL PMTS									
55. TYPE 13100760815		56. AMOUNT 6133		57. DATE N0008		58. DSSN 26200		59. PR-VOUCHER NO.		60. TYPE 13100760815		61. AMOUNT 6133		62. DATE N0008		63. DSSN 26200		64. PR-VOUCHER NO.		65. TOTAL PMTS									
66. INC. THIS PERIOD		67. INC. YTD		68. Actual payments on 31 JUL and 15 AUG.		69. FICA WAGE YTD		70. FICA WAGE YTD		71. FICA WAGE YTD		72. FICA WAGE YTD		73. FICA WAGE YTD		74. FICA WAGE YTD		75. FICA WAGE YTD		76. FICA WAGE YTD									
77. 59 BF		78. EARN		79. USED		80. BAL		81. LOST		82. XCS		83.		84.		85.		86.		87.									
88. 760915		89. 13100760930		90. 13100		91.		92.		93.		94.		95.		96.		97.		98.									
REMARKS 57 DAILY NORM 8.74 FM 0801 This amount is payable 31 AUG. It will appear in block 16 of next LES.																													
63. ENTITLEMENTS						DATE		AMOUNT		64. DEDUCTIONS						DATE		AMOUNT											
65. NOTATION OF AMOUNT DUE										66. PAYMENTS						67. PR. NO.		68. D O SYMBOL		69. DATE		70. AMOUNT							

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(See Legend on reverse)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. (TEST) October 27, 1967

You don't have to face it alone

Sailors and the law overseas

By JO2 Dan Wheeler

"Join the Navy and see the world" invited the old-time recruiting posters. The beckoning of faraway places and the promise of adventure attracted many men and women back then, and continue to attract them today. Most serve honorably, enjoy foreign duty and liberty, take home cherished souvenirs and complete their tours and careers without incident. But some don't.

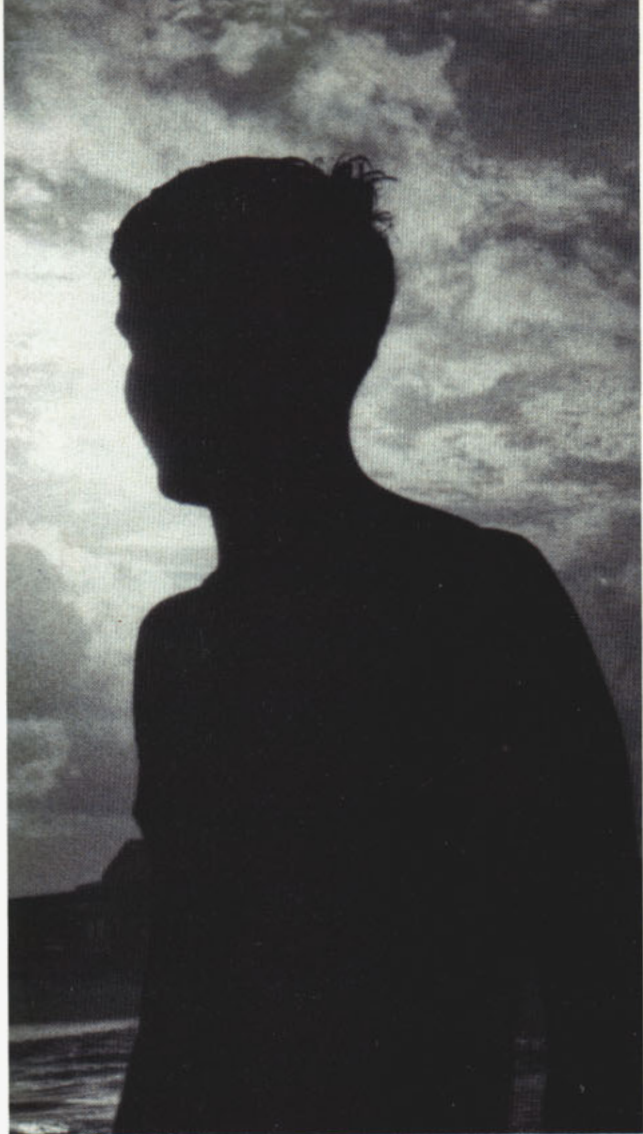
A few stay behind—confined in foreign jails and prisons for breaking the law in a country abroad. In some instances, their acts or omissions would not have been illegal under U. S. criminal or civil law, but it is the law of the host country which prevails under international law. Neither the U. S. embassies nor the U. S. Navy can do more than provide advice, legal counsel and funds to such people.

Yet, there are exceptions. Sometimes, military personnel accused of committing crimes in foreign lands are released into the custody of the Navy or the local embassy. Why? What dictates such exceptions? What determines jurisdiction for crimes in a host country?

The answer lies in a set of international agreements which outline rights and immunities granted to Americans stationed in or visiting friendly nations. The broad heading identifying all of these agreements is Status of Forces Agreements (SOFAs). The U. S. negotiated the first SOFAs with its NATO allies in 1951, and has subsequently signed similar agreements with non-NATO allies.

SOFA agreements give the U. S. service men and women a special legal status not enjoyed by most people residing in or visiting a foreign country. They provide for concurrent criminal jurisdiction by the U. S. and the host country over certain kinds of offenses committed by service people. They also delineate over which types of offenses the U. S. will retain primary jurisdiction, and which will be reserved for the host country. In other words, under SOFAs, the host country gives up some control in the interest of harmony, and grants jurisdiction over certain types of offenses to visiting military forces.

The key to the legal status of an American military



person stationed in a foreign country who is accused of a crime, is this matter of jurisdiction. SOFAs operate under a doctrine called "concurrent jurisdiction." According to this doctrine, certain offenses are reserved for the primary jurisdiction of the U. S., and others are reserved for the host. Whether a Navy person will be tried by court-martial or by a foreign court depends on who holds primary jurisdiction for the offense.

Under the NATO SOFA, the U. S. has primary jurisdiction over its military personnel in three categories of offenses:

- Crimes solely against the property or security of the United States.
- Offenses arising out of an act or omission performed in the performance of official duty.
- Crimes solely against the person or property of another U. S. serviceman, civilian employee, or dependent.

In all other instances, the host country retains primary jurisdiction.

In some cases, an act by a Navy person is considered an "offense" by one authority, but not the other. In that instance "exclusive jurisdiction" comes into play. If, for example, a sailor is accused of breaking a law in a host country which is not in violation of the UCMJ—a traffic law infraction or local curfew—then the host exercises the exclusive right to try and punish the offender. Likewise, if a sailor breaks a law of the U. S. or UCMJ, but not of the host country—unauthorized absence, income tax evasion, etc.—the U. S. has the exclusive right to try and punish him.

The key is jurisdiction

Sometimes the jurisdiction for a crime depends on whether it was committed "in the performance of official duty" or merely "in the line of duty" or while "on duty." Under the NATO SOFA, the U.S. has primary jurisdiction when the offense was committed in the "performance of official duty." It does not have primary jurisdiction over offenses committed while on duty or in the line of duty. The difference entails more than a case of semantics as illustrated below:

- A sailor standing shore patrol in a foreign port steals a cigarette lighter from a local merchant. He was "on duty" in that he was standing a watch, but his action was not in the performance of his duties. Therefore, the host country has jurisdiction.
- A sailor acting in the capacity of duty driver for an admiral hits a pedestrian while carrying out his orders. This incident took place clearly while in performance of official duty and therefore the U. S. has primary jurisdiction.

It is the stated policy of the Department of Defense "to protect, to the maximum extent possible, the rights of U. S. personnel who may be subject to criminal trial by foreign courts and imprisoned in foreign prisons." In accordance with this, regardless of whether the host country has exclusive jurisdiction or primary jurisdiction,

the U. S. will usually request that American offenders be transferred to the legal control of the U. S. for prosecution—that is, ask the host country to waive its right to jurisdiction. Under the agreements, the host country must give this request "sympathetic consideration" and, in most cases, friendly nations agree to relinquish custody. It is when they refuse that other safeguards come into play.

All fees required for a Navy man's or woman's defense will be paid by the U.S. government

U. S. military people who are tried in the courts of NATO countries are entitled to certain protections and rights to assure a fair and speedy trial by American standards. In non-NATO countries where our military is stationed, agreements generally guarantee the same rights. They are:

- The right to be informed in advance of the charges.
- The right to a prompt and speedy trial.
- The right to be confronted with witnesses.
- The right to compel witnesses in his favor to appear before the court.
- The right to competent legal counsel of his choice for his defense.
- The right to the services of a competent interpreter.
- The right to have representatives of the U. S. government present at the trial. The representatives don't become involved in the court proceeding, but do guarantee that the accusing nation abides by the SOFA in effect.

All fees required for a Navy man's or woman's defense will be paid by the U. S. government and the accused is not required or expected to repay the costs except in a case where he forfeits bail through some wrongdoing. The U. S. will not, however, pay without reimbursement any civil damages or fines for which an individual is liable.

A Navy man or woman who has been tried by a foreign court cannot, upon release from its custody, be tried again by court-martial for the same offense. He can, though, be tried for a separate offense against the UCMJ associated with the same incident. An example of this would be a case where a Navyman is UA and while UA assaults a national. He would be tried by the host country for assault and, upon his release, be tried by court-martial for being absent without leave.

If an American sailor is convicted by a foreign court of a crime requiring sentencing to a foreign prison, the Department of Defense has the obligation and the right to ensure that he is accorded treatment consistent with that customarily existing in American prisons. He will not be abandoned by the Navy. His welfare and the protection of his rights continue to be the responsibility of his military superiors. (→)

U. S. officials will continue to provide medical care, legal assistance as required especially as it affects dependents, and health and comfort items as practicable. Additionally, his commanding officer (or duly appointed representative) is required by regulation to visit him at least once every 30 days. Military lawyers, chaplains and medical officers will visit periodically as the need arises.

In the event that the host country denies the rights to the prisoner, or if visitors report that conditions do not meet requirements prescribed by treaty, U. S. authorities will take steps to seek corrective action. Except in rare and unusual cases, no member of the Navy who is confined in a foreign prison will be discharged or separated from the service until his return to the United States.

That, briefly, is what every Navy member should know about rights and immunities while serving overseas. The most important point to remember whenever duty takes you to a foreign port is that you are a guest of that nation. You are there by invitation and not by right.

**THERE
OUGHT
TO BE
A LAW**

.....THERE IS

GIVE



1977 COMBINED FEDERAL CAMPAIGN

There is a law on the books which serves to protect you, as a service man or woman. Called the Soldiers' and Sailors' Civil Relief Act, it has several facets; one applies especially to those who contract debts before entering the Armed Forces.

The Civil Relief Act doesn't cancel financial obligations of service people, but it does bring the courts into any dispute about meeting payments for obligations contracted before beginning active duty.

After listening to both sides of a dispute, a court may decide on one of several resolutions. It may, for example, order reduced payments on a loan which a service person made before entering on active duty. In the case of property, a court could order the service person to return it, and the seller to return the money paid for it. A court could even order suspension of legal action until the service person returns to civilian life and is able to meet the payments on his debt.

All these protections are provided service people from the day they start active duty until the day they are separated. In some cases, the protection even carries over into civilian life for a short period.

Suppose you are unable to meet the payments on a sports car you bought while still a civilian. Naturally, the creditor wants his money and he goes to court to ask for a judgment against you, the buyer.

Before a court can enter a default judgment in favor of the seller, he must follow certain specific procedures which are designed to protect your rights at every turn. Remember, however, that to get a court to adjust your payments, you will have to show that your ability to pay has been affected because of military service.

In some court actions, you may ask for a delay in the proceedings until a later date and, in some cases where certain actions must be taken within a time period (statute of limitations), your period of active duty will not be counted when the maximum time is figured.

If, while you were a civilian, you bought furniture on credit at a department store, your interest rate on the unpaid balance could be figured at as high a rate as 18 per cent per year. Under the Civil Relief Act, however, you may be able to get the interest rate reduced to six per cent by court order if you can show the court that military service has materially affected your ability to pay the higher rate of interest.

Property contracts entered into before you went on active duty are also covered by the act. The court again has several options through which it will satisfy both the buyer and the seller.

While the Civil Relief Act wasn't conceived primarily to benefit dependents of military people, it does offer protection to dependents in the matter of housing.

A service person's dependents who are living in a house or an apartment renting for \$150 or less can't be evicted for nonpayment of rent until a court has heard both sides of the story and given its permission for the eviction. If a court doesn't agree to the eviction, it can require the landlord to desist for up to three months, thereby giving the service person time to find other housing.

Although the Civil Relief Act gives service people a break in many areas, it doesn't eliminate their financial obligations.

If you owe rent, it still must be paid. If you owe for a car, the payments are still due. The Civil Relief Act just gives the court the power to reduce the size of the payments if your earnings have been affected because of military service.

While the Civil Relief Act protects a service person in the matter of certain taxes, it doesn't excuse non-payment of proper obligations. A state where you are stationed because of military duty may not collect income taxes on your military pay or taxes on your personal property. The right is held only by your state of permanent residence. You may, if you can show that your ability to pay has been materially affected by military service, delay paying federal or state income taxes until you are separated from active duty. Before you make this decision, however, talk it over with a member of your legal assistance office. Even if you decide to pay later, you must still file returns for each year when they are due.

The act covers only military pay. If you work part time, or have income from a part-time trade or business such as rental income on a house you own, that income will usually be taxed by the state in which the money is earned as well as your home state. In such cases, there are normally offsetting credits for the tax paid to the other state.

Navy people should be aware that most of the provisions of the Soldiers' and Sailors' Civil Relief Act apply only to persons in the military service and are not extended to their dependents—particularly in the field of taxes.

A Navyman's employed wife, for instance, is taxed by the state in which she earned her income as well as by her home state. Offsetting credits for taxes paid to the second state are normally available in the same manner as they are for the Navy member. Also, the wife's interest in personal property which is jointly owned, including automobiles, may be taxed locally. This last point, however, has not been finally resolved by the courts and state tax policies vary. Check with your legal assistance officer for details pertinent to your own situation.

There are other valuable provisions in the Civil Relief Act. For example, it permits you to retain automobile registration in your home state no matter where you are stationed, except perhaps in foreign countries, as long as you pay the proper fees.

If you have financial obligations that you incurred before coming into the Navy on active duty and are having difficulty meeting payments, see your legal assistance officer for advice. If you show good faith, a law that was enacted years ago can come to your assistance.

D.W.

JOIN THE NAVY...

and get ten to fifteen for possession



A sailor was walking the streets of a foreign liberty port—just taking in the sights—when a heavily accented voice beckoned to him. “Hey, Buddy, you American?”

“Yea.”

“Wanna buy some good stuff . . . Colombian stuff?”

“How much?”

“Ten dollars American.”

“Sure. Here,” handing over a 10-dollar bill. “Give it to me.”

Stuffing the small plastic bag into his coat pocket, the sailor resumed his walk. Only yards later from the scene, he was arrested for possession of marijuana. What lay ahead were three months’ pretrial confinement, a trial without a jury, and five years in a foreign prison in addition to a heavy fine.

The host country decided not to waive “primary jurisdiction” and there was nothing the Navy or the American Embassy could do but supply American counsel and ensure that the prisoner was treated humanely before the trial.

How was he detected so quickly? Simple—he fell into the overseas drug trap. That particular bag of grass had probably been peddled a dozen times—both to citizens and foreigners—and each time it had been returned to the dealer by the authorities as a reward for turning in a user. The dealer kept the goods and the purchase price and the arresting officer received a cut of the fine. The naive sailor, who had been warned repeatedly by the U. S. Navy, paid the bill.

While this is not an exact representation of any one particular incident, it is based on fact and has happened in much the same way to Americans on liberty, vacationing in foreign countries or stationed overseas. Foreign governments are neither more tolerant of drug use or trafficking than is the United States, nor are they more permissive in their drug laws or more lenient in their enforcement. In fact, most countries are stricter. Few provide a jury trial.

Currently, according to 120 American embassies and other diplomatic posts, more than 1800 Americans are

SEE THE WORLD...

being detained in foreign prisons on charges of using, possessing or trafficking in illegal drugs. Penalties range from as little as two years' confinement and a stiff fine to as much as 10 or more years. In some—Turkey, Algeria and Iran—conviction on charges of trafficking can even lead to the death penalty. Furthermore, many local laws make no legal distinction between the so-called "hard" and "soft" drugs. An offender charged with possession of marijuana could receive the same punishment as one charged with possession of heroin.

While the Status of Forces Agreements and agreements of similar nature afford some protection to American service people accused of violating a host country's drug laws, there is little the United States or the Navy can do if the host decides to exercise its right of "primary jurisdiction." Contrary to the prevalent belief of Teddy Roosevelt's era, U. S. laws do not

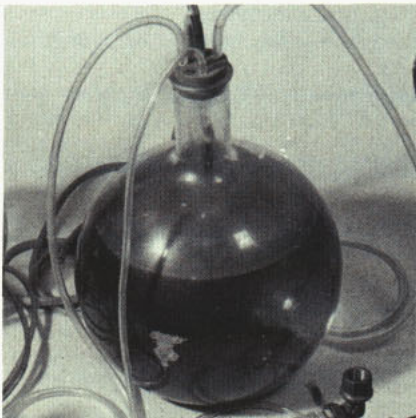
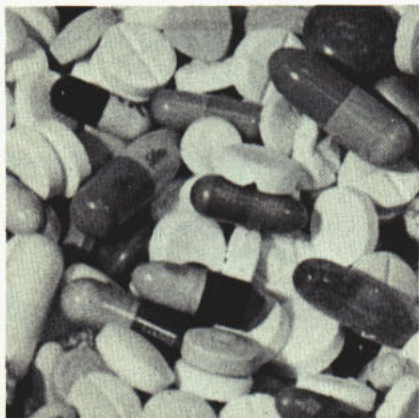
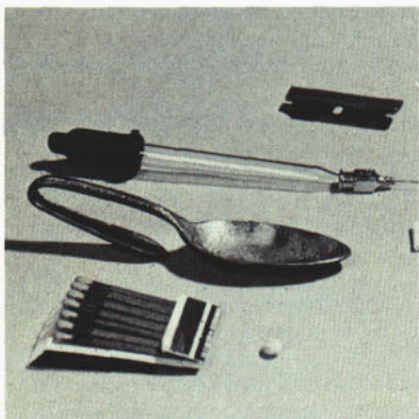
protect Americans abroad. Sailors, and Americans in general, must understand that once overseas, they are subject to the same penalties—especially for drug violations—as the nationals of the country in which they are arrested.

A word to the wise—enjoy your duty overseas or your liberty in an exotic port, but remember that the use or possession of, or trafficking in, illegal drugs is stupid. Rarely do even NATO countries agree to let the American or military courts try offenders caught violating drug laws. Furthermore, pretrial detention can range up to six months in solitary confinement in some countries; prison conditions may be primitive compared to American standards; confiscation of personal property upon arrest is not unusual; and degrading and inhumane treatment has been known, and documented, in several instances.

Be smart—don't risk ruining your life because of a moment's indiscretion.

D.W.

These items can help you "see the world" from a foreign prison.



from the desk of the **Master Chief Petty Officer of the Navy**

'The Purification Process'

Twice each year chief petty officer selection boards meet—once to select chief petty officers and again to pick senior and master chief petty officers. At these times selection board-eligible candidates usually become concerned with a matter of some importance to them: that their service records—their only source of representation before the selection board—are in complete and proper condition.

To help inform those who will some day have their records reviewed by a selection board or those whose record has been before a board and wondered whether or not it was reviewed by the board in the correct condition, I had an informal conversation with Master Chief Bill Henning, Head of the Selection Board Record Screening Team.

I asked Master Chief Henning how it happens that each individual's service record contains the necessary information. His answer was the Record Screening Team—a group which performs a function I like to call the purification process. The team is a special section of the Enlisted Advancement Branch and consists of 15 Navy men and women whose purpose is to provide control, accuracy and confidentiality in all of the phases of record screening.

The team, I was informed, screens an average of 50,000 service records for the E7/8/9 selection boards with a proven record of accuracy. This certainly speaks well of the team's motivation.

In the summer of 1974, when the chief petty officer selection board first assembled, no screening team guidelines existed. The team improvised and innovated, yet still met all its deadlines. Along the same lines, when the E7 selection board convened there were still some 8000 candidate evaluations missing from service records—a sum that represented half of all board-eligible members. Without the team's efforts the records would have gone before the board incomplete.

Specifically, the screening team inspects service records as they are removed from the BuPers master files. Material is separated, collated and missing information noted. Service record jackets are repaired and new jackets made where necessary. The service records are then alphabetized by rating, then by name within the rating, so that a systematic flow of records is brought before the board.

By MCPON Robert J. Walker

I also found that the screening team expedites the receipt of evaluations by speedletters, messages, and telephone calls. It takes incoming calls from the fleet requesting verification of candidate evaluations, latest recommendations, and other pertinent documentation.

I asked the master chief how he is able to determine if an individual was board-eligible and how late material could be filed into service records. I discovered that audit lists are mailed directly from the examination center in Pensacola, Fla. to the screening team to update candidate listings. Incoming mail is received four times daily and inserted into each service record on the spot, up to the last possible moment.

An interesting point is the cooperation of the screening team with the Enlisted Review Room located in BuPers. Candidates who wish to look through their records before they are brought before the board will be given access to their records as quickly as possible if the screening team has them in their possession. The records will be reinserted into the system, once again up to the last possible moment.

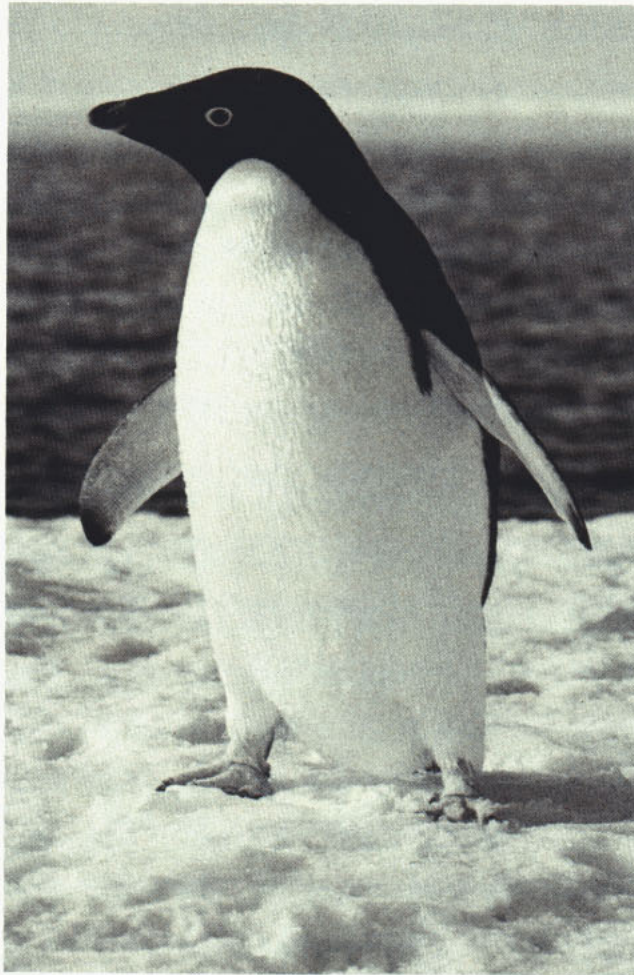
Still more cooperation exists between the board and the Enlisted Services and Records Division which has authorized the screening team to work in the BuPers master files to expedite the team's functions.

Master Chief Henning made some suggestions he felt would help to correct certain problem areas. With the conversion to microfiche records, commands must submit documents with the utmost accuracy and promptness. They must be error-free; micromation machinery will not correct misspelled names or incorrect social security numbers. Evaluations should be submitted promptly and transfer evaluations should be completed and forwarded immediately.

I would like to add that it is the parent command's ultimate responsibility to ensure correct and timely submission of documents such as evaluations and Reserve letters of recommendation. Although the screening team exists to get an individual's service record in the proper shape, the team cannot know whether or not the record should contain evidence of the completion of military or civilian courses, proof of participation in civic organizations or similar documents.

While I feel that the individual should remain interested in the condition of his or her service record, I can also assure you that a group of sailors is on the job here in the Bureau of Naval Personnel doing its best to ensure that your service record is presented to the selection board in the condition you would like it to be.

WE'RE GOING TO COLOR



His world is black & white...but yours isn't

Beginning with the November issue, *All Hands* Magazine will incorporate color photography into its layout. For best reproduction we require color 35mm slides. Send your Navy-related, color slides to: Editor, *All Hands* Magazine, Navy Internal Relations Activity, Department of the Navy, Room 1044, Crystal Plaza No. 6, Washington, D.C. 20360.

By sending your slides to *All Hands*, you will not only gain recognition in the magazine of the U.S. Navy, but also will share your experiences with Navy people worldwide.

● SENIOR AND MASTER CHIEF EXAMS SET FOR NOVEMBER

Navywide examinations for senior and master chief petty officers are to be given Wednesday, November 3. Senior chief candidates must have at least 12 years' total time in service (TIS) and master chief candidates, at least 15 years' total TIS. Both must also have at least three years in rate to be eligible. Cutoff dates for computing TIR/TIS, are July 1, 1977 for E-9 and November 1, 1977 for E-8.

Beginning with the November 1976 SCPO/MCPO cycle, candidates must meet all eligibility requirements, except TIR/TIS, at least three months before the examination date.

Candidates must complete the correspondence course "Military Requirements for Senior and Master Chief Petty Officer" to be eligible for the exam.

The SCPO and MCPO examinations will contain 150 questions and for this and subsequent fleetwide exams, nonprogrammable, battery-powered electronic calculators may be used. Details are in BuPersNote 1418 of August 31, 1976.

● JTR CHANGE PROPOSED

Military and civilian personnel traveling under military orders may be required to submit all receipts to support CONUS travel claims if a proposed change to the Joint Travel Regulations (JTR) is approved. The present provision states: Receipts for lodging costs will not normally be required but may be in individual cases. In a recent Navywide message, the Secretary of the Navy advised military travelers to retain all lodging receipts on CONUS travel pending a final decision on the proposal.

● NEW RULING APPLIES TO O'SEAS DUTY

Enlisted personnel with more than three dependents will not be assigned overseas duty unless requirements cannot otherwise be met, according to a new policy announced recently by BuPers.

The new policy applies to all overseas areas including Alaska and Hawaii. This change is intended to ease some of the problems created by Permanent Change of Station fund shortages, and will avoid overtaxing overseas facilities. Details are in BuPersNote 1306 of September 1, 1976.

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- KING TUT'S TREASURES ARRIVE IN U. S.

Jeweled and golden treasures from Egypt's tomb of King Tutankhamen (King Tut) arrived in Norfolk, Va., aboard the stores ship USS Sylvania (AFS 2). The archeological artifacts have been placed on loan to the United States for the next two years, and will be displayed in Washington, D.C., Chicago, New Orleans, Los Angeles, Seattle and New York City. The opening exhibit will be at the National Gallery of Art in Washington next month. Each museum on the tour will display the exhibit for four months.

Sylvania received the artifacts from the oiler USS Milwaukee (AOE 2) which carried them from Alexandria, Egypt, to Naples, Italy, where the transfer was made.

- USS VIRGINIA COMMISSIONED

The Navy's fourth nuclear-powered guided missile cruiser, USS Virginia (CGN 38), was commissioned September 11, at Norfolk, Va., where she will be homeported.

First of a four-ship class, the 585-foot cruiser is designed for offensive operations against air, surface and submarine forces and for protecting convoys or other naval forces. Virginia can operate independently or with nuclear or conventional strike forces.

The ship's armament includes two lightweight five-inch 54-caliber guns, torpedoes, two multi-purpose missile launchers for antisubmarine (ASROC) or antiair (TARTAR) missiles and two "LAMPS" helicopters.

Virginia is equipped with a fully integrated combat system combining four elements: target detection, digital data processing, weapons control and command and control.

The 11,000-ton ship has two nuclear reactors with enough fuel to operate for 10 years and drive the ship to speeds in excess of 30 knots.

- GUARD II ELIGIBILITY REQUIREMENTS MODIFIED

The Guard II program eligibility requirements have been modified to include a performance requirement stressing above-average performance or a demonstrated trend toward improvement. The Guard II program offers reenlisting personnel their choice of duty. The latest requirement was added to ensure that above-average performers are adequately rewarded for their services.

Effective October 1, individuals may have no mark below "typically effective-upper" (EEU) on E-5/E-6 evaluations and no mark below 3.4 on evaluations for E-4 and

below, for the last two regular evaluations. In special cases, waivers may be granted. Revisions to the Guard II eligibility are in change 18 to the Enlisted Transfer Manual.

- LAMPS TRAINER INTRODUCED

The first helicopter weapon system trainer (WST) equipped with a visual simulation system was introduced to the fleet at NAS Norfolk, Va.

The trainer consists of an SH-2E Light Airborne Multi-Purpose System (LAMPS) helicopter cockpit with a four-window visual simulation system. The computer-generated image display provides detailed land and sea environments including an aircraft carrier and frigate, surface targets, sonobuoys and smoke markers.

Pilot training problems range from basic flight familiarization maneuvers to complex antisubmarine warfare/antiship missile defense (ASW/ASMD).

The trainer is operated by the Fleet Aviation Specialized Operational Training Group, Atlantic. A second WST is scheduled to be installed at NAS North Island, San Diego, Calif., later this year.

- NEW TROPHY RECOGNIZES TOP RESERVE ASW CREW

The newly established Liberty Bell Trophy was presented to crew number two of Reserve Patrol Squadron 68, NAS Patuxent River, Md., last month. This award, sponsored by the Naval Reserve Association, is designed to provide recognition to the professional men who fly patrol planes. The P-3 ASW crew attaining the highest grade on special exercises earns the honor of displaying the trophy at its home base for one year, or until the next competitive cycle.

- OCTOBER IS LEGAL CHECKUP MONTH

October has been designated "Legal Checkup Month" and all personnel are encouraged to review their personal legal affairs and, if necessary, obtain advice and counseling from qualified legal assistance officers.

A legal affairs questionnaire (NavJAG 5801/10) has been prepared to assist people in examining their legal affairs. Copies are available through the supply system.

briefs navy navy navy navy

Details on the Legal Checkup Program are in JAGNote 5801 of August 5, 1976.

- LATEST SUBMARINE TO HONOR CITY OF GROTON

The "Submarine Capital of the World," Groton, Conn., now has a submarine named in its honor. The Los Angeles-class nuclear submarine USS Groton (SSN 694) was launched on October 9 at Groton. The 360-foot, 6900-ton submarine honors the southeastern Connecticut city where the Navy's largest submarine base and the only submarine school are located. The city is home port for more than 12,000 submariners.

- ADR/ADJ SERVICE RATING CONSOLIDATION

The Chief of Naval Personnel is consolidating the Aviation Machinist's Mate (AD) service ratings of ADR (Reciprocating Engine Mechanic) and ADJ (Jet Engine Mechanic) into the general rating of AD.

This change was prompted by the Navy's transition to jet engines and the decreasing demand for reciprocating engine specialists.

ADR's and ADJ's should read BuPersNote 1440 of July 16, 1976 for further information.

- DEPENDENT EMERGENCY TRAVEL ABOARD MAC PLANES EXPANDED

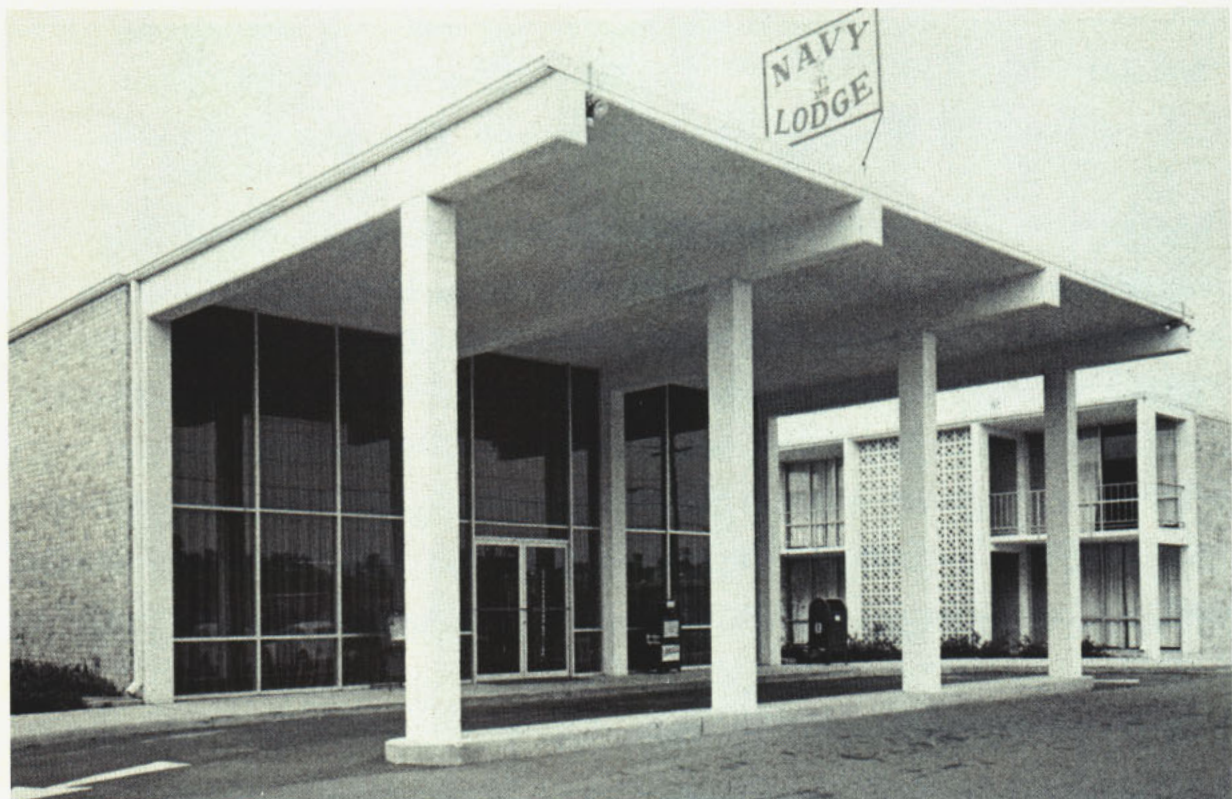
Dependents now are eligible for space-available travel on Military Airlift Command (MAC) aircraft when emergencies occur in their own or their sponsor's immediate family. For purposes of determining travel eligibility, the Bureau of Naval Personnel defines immediate family as an individual's father, mother, legal guardian or persons serving as parents, spouse, children, brother, sister or only living relative.

While sponsors may travel "space-required" in emergencies, dependents must travel "category one, space-available." In some cases, the difference may prevent families from traveling together.

Dependents must have a letter of authorization from their sponsor's command to be eligible for this travel. Details are in BuPersNote 4650 of August 16, 1976.



As Mrs. Ida B. Klasnic checks into the Navy Lodge, her children Christina, Theresa and William, check brochures.



Navy Lodges help cut expenses

There you sit with a set of PCS orders in your hand and dreading the transfer. Where can you find a reasonable place to house your family near your new duty station as you search for a permanent home?

You say you would like to visit your sister Kate who lives in a Navy town but you'll probably put it off another year or two? After all, Kate's house is small and you can't put your family up in an expensive motel and still have money for the road and for entertainment as well.

Or, are you wondering (and worrying) where you can put up your wife for a week or two while one of the kids undergoes surgery at a distant naval hospital?

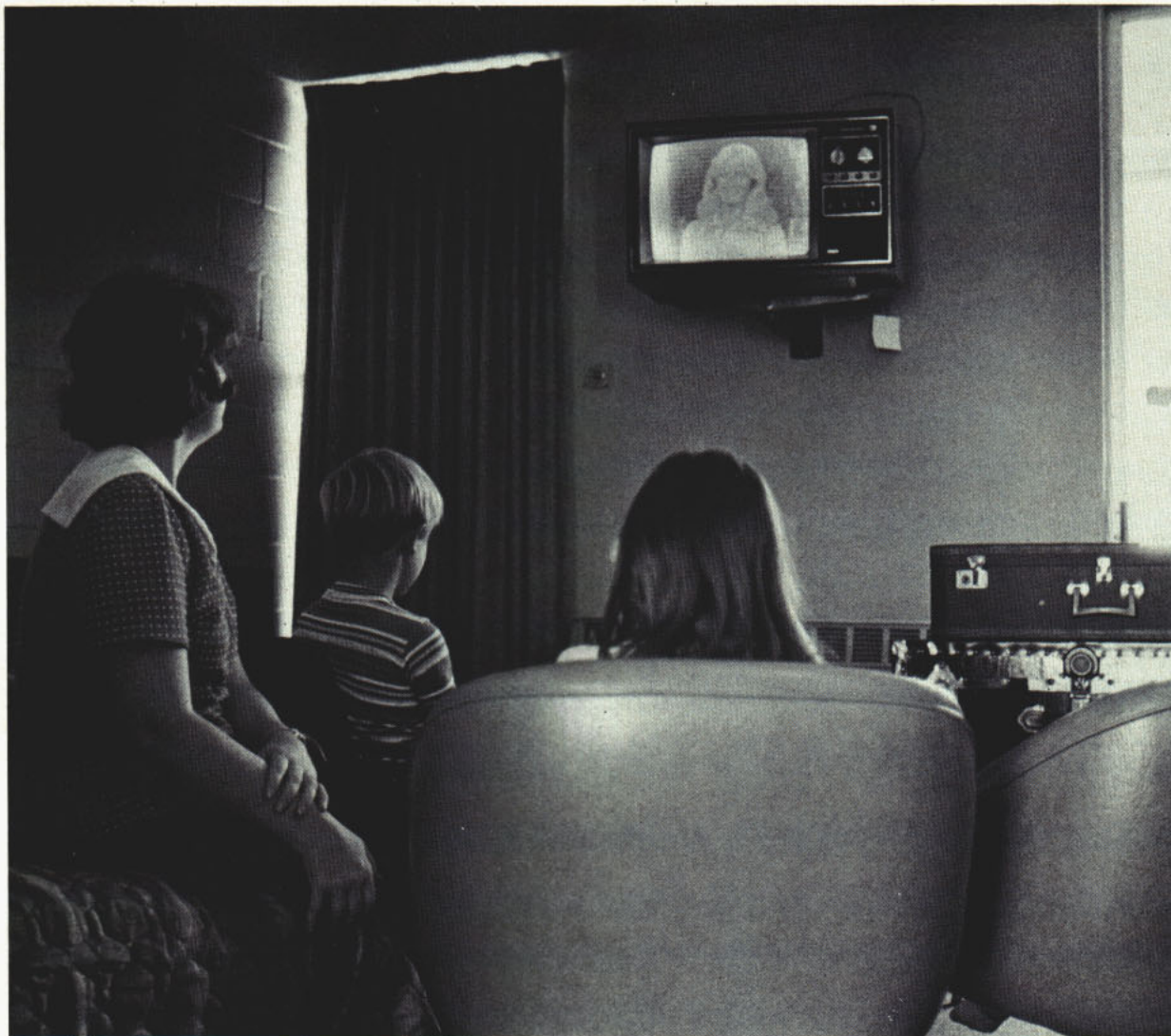
At ease, friend. There are more than 1000 Navy Lodge units at 34 locations in the states at your beck and call. There are still more units located at naval bases overseas. Instead of the usual \$30 to \$45 a night rates charged by most commercial motels, Navy Lodges go from \$5 to \$15 a night.

Like any good thing, there are a couple of strings attached. But the strings involving the Navy Lodges

will hardly bind you. First, you have to make reservations ahead of time in writing and, second, there's a limit to the number of days you can occupy a room (at most places the top limit is 30 days).

Though the main purpose of the Navy Lodges is to furnish inexpensive temporary housing for those under permanent change of station orders, the units are available to people in other circumstances as well. These circumstances are listed according to assigned priorities. For instance, those under PCS orders are first on the list contained in OpNavInst 11107.2A. At the bottom of the list are "visiting relatives and guests of assigned military personnel in overseas areas and at the Naval Air Station, Lemoore, Calif." In between are many other people eligible to occupy Navy Lodge units.

Since we last ran a complete list of the Navy Lodges in ALL HANDS, there have been several changes. Here is a new list of activities supporting Navy Lodges and the number of units at each. For complete addresses, contact your local Navy Exchange Officer or Special Services Officer. (→)



After checking into the San Diego Lodge, Mrs. Klasnic and her children watch television.

Listing of Lodges

ACTIVITY	UNITS	ACTIVITY	UNITS	ACTIVITY	UNITS
NS Adak, AK	23	NAS Lemoore, CA	46	NAS North Island, CA	90
NAS Alameda, CA	70	NAB Little Creek, VA	90	NH Oakland, CA	16
NS Argentia, Nfld	32	NCS Londonderry, N.I.	8	NSC Oakland, CA	20
NH Bethesda, MD	22	NS Mayport, FL	19	NTC Orlando, FL	35
NAS Brunswick, ME	17	NSPCC Mechanicsburg, PA	9	NAS Pensacola, FL	38
NAS Cecil Field FL	11	NAS Memphis, TN	42	NH Philadelphia, PA	6
NS Charleston, SC	68	NS Midway Island	6	NSA Philadelphia, PA	17
NAS Chase Field, TX	5	NAS Miramar, CA	90	NCBC Port Hueneme, CA	22
NAS Corpus Christi, TX	22	NAS Moffett Field, CA	24	NS San Diego, CA	45
NAF El Centro, CA	10	NSB New London, CT	67	NS Subic Bay, R.P.	25
NAS Fallon, NV	3	NSA New Orleans, LA	22	ND Washington, DC	49
NAS Jacksonville, FL	34	NETC Newport, RI	68	NAS Whiting Field, FL	9
NS Keflavik, Iceland	11	NB Norfolk, VA	90	FA DET Yokohama, Japan	87
NAS Lakehurst, NJ	9			FA Yokosuka, Japan	74



Seaman Molina A. Barnes and his wife, Joann, unload their van at the San Diego Navy Lodge. (Photos by PH3 Bob Weissleder)

Helping people and saving money

CREO

CREO is working! That's the word from personnel management specialists at the Bureau of Naval Personnel.

CREO, Navy Career Reenlistment Objectives is a program designed to reduce manning in overcrowded ratings, and increase manning in undermanned ratings.

What brought CREO into existence? Navy manpower needs decreased as the Navy fleet shrank from its Vietnam level of about 800 ships to its present size. But enlisted ratings and numbers did not shrink in ratio. Thus, the Navy was faced with overmanning in some ratings while other ratings were "dying on the vine" for lack of personnel input.

That situation also caused money problems as the Navy was paying excess people in overcrowded ratings. Meanwhile, personnel in overmanned ratings complained there was a lack of upward mobility.

The solution was CREO, which is an efficient tool for management of personnel, closely coinciding with the needs of the Navy. It saves money and as ratings become aligned with Navy needs, the upward mobility of personnel in previously overmanned ratings increases.

CREO breaks down each rating by paygrade and assigns it a code according to manning levels. These codes, A through E, designate ratings as seriously undermanned (A-B), properly manned (C) or overmanned (D-E). The accompanying chart shows the latest rating codes which became effective Aug. 15, 1976.

As of July 1975 there were 18 ratings seriously overmanned; by July 1977 it is expected that only four will

be in that state. How does CREO make it happen? Under CREO, personnel in ratings classified under Group E must request BuPers approval to reenlist. At BuPers, the subject's service record is reviewed and he may be the one out of 10 who is told to cross-rate to another field to be eligible for reenlistment.

By reenlisting into another field which is undermanned, the serviceman is helping to alleviate the overmanning of his old rating and will increase his chances for upward mobility in the new undermanned rating. Specialists call CREO a house cleaning program because it also involves an "up or out" principle applicable to senior rates in an attempt to prevent stagnation.

The most recent CREO guide for fleet commanders and commanding officers is BuPers Note 1133 released during September which outlines the Navy retention objectives for all of FY77.

This notice gives the field commander an idea where to direct retention programs. Identification of actual numbers of personnel to be retained is a drastic departure from the old method of setting reenlistment rate and percentage goals.

If you are considering reenlisting within the next six months, BuPers personnel specialists suggest you see your Career Counselor. Career Counselors receive monthly Career Grams and other information from BuPers and are the ones with immediate knowledge. Yours will show you where your rating is on the CREO chart and explain what your options are. CREO is a flexible program and, as Navy manpower needs change, CREO designations of ratings also will change.

Latest List of CREO Rating Designations

OPEN															
CREO Group		E-4	E-5	E-6	E-7	E-8	E-9	CTA	C	C	C	C	C	C	C
								CTM	C	C	C	C	C	C	C
								CTO	C	C	C	C	C	C	C
								CTR	C	C	C	C	C	C	C
								CTT	C	C	C	C	C	C	C
								CU	C	C	C	C	C	C	C
								DP	C	C	C	C	C	C	C
								DS	C	C	C	C	C	C	C
								EM	C	C	C	C	C	C	C
								EN	C	C	C	C	C	C	C
								ET	C	C	C	C	C	C	C
								ETN	C	C	C	C	C	C	C
								ETR	C	C	C	C	C	C	C
								FT	C	C	C	C	C	C	C
								FTB	C	C	C	C	C	C	C
								FTG	C	C	C	C	C	C	C
								GM	C	C	C	C	C	C	C
								IM	C	C	C	C	C	C	C
								IS	C	C	C	C	C	C	C
								LI	C	C	C	C	C	C	C
								LN	C	C	C	C	C	C	C
								ML	C	C	C	C	C	C	C
								MN	C	C	C	C	C	C	C
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New York to Puerto Rico in 54 Days

Story and Photos
By JO2 J. Heltsley

Fifty-four days in transit— Not really all that unusual. Many people go on leave for a while before reporting to their next duty station. But, what about the fellow who took almost two months to get there and was traveling all the time?

Mess Management Specialist 1st Class Frank Tarpley spent 54 days in transit from Brooklyn, N.Y., to Roosevelt Roads, Puerto Rico, with his wife, Kaye, aboard their 27-foot sloop *Los Bucaneros*.

Why?

"I've read a lot about people who've sailed around the world, and I really had an intense desire to share in the adventure," he explains. "Economics had something to do with it. I tried for eight months to land duty at Roosevelt Roads. When I finally did get my orders, I couldn't afford to ship my boat. And I wasn't about to sell it."

So began an adventure in seamanship dreamed of by many, but tried by few.

What would one (or two) do for 54 days at sea in a small boat? A look at the ship's log, kept by Kaye, shows some of the highlights:

Day of Departure

"Packers removed all furniture to store for the next three or four years. Started down the East River at 1600, a little excited about the trip, but I was more nervous than I cared to admit. The Statue of Liberty looked very majestic as we sailed by at dusk. The seas are slightly choppy at 3-4 ft., and I am ready to give up here and now!"



Frank Tarpley and his wife, Kaye, en route PCS to Roosevelt Roads, Puerto Rico aboard their sloop Los Bucaneros.

Life on a sailboat does not end upon arriving in port. Los Bucaneros is home for the Tarpley family, at least for the time being.



Day One

"Seas were smooth, very little wind and there was a light fog. The wind died, I woke Frank and he started the 15-hp outboard. We motored along the Jersey shore until 1200 when the wind picked up and Frank took over the tiller while I made sandwiches. . . ."

Day Four

"At 0500 Frank called to say he saw lights; he needed help identifying them on the charts. It seemed impossible but we were only off Atlantic City! We almost cried. We went ashore to get the tanks filled. At 1630 Frank was eager to be on the way again even though the weather report was unfavorable. We experienced a lot of trouble and I remarked that I thought it was foolish to leave the harbor in that kind of weather. He said I could get off and fly to Puerto Rico if I wanted. That ended it. I'm sure there will be times later on during the trip that I'll regret not getting off when I had the opportunity. . . ."

Day Eight

". . . looking through the binoculars I saw breakers crashing directly ahead . . . we were caught up in one of them and thrown over. The boat righted herself immediately but not before the rudder hit bottom. I had visions of us joining other ships in the "Graveyard of the Atlantic." Frank called Cape Hatteras Coast Guard Station and told them that our rudder was broken and he would keep them informed on the progress of repairs."

Day Nine

"Once again we called the Coast Guard and asked to be towed to port; our engine would be useless in the 15-foot swells with no steerage. (They showed up that afternoon and towed us in; we were able to effect repairs. . . .)"

Day 26

"It was bitterly cold when we pulled into Fernandina Beach to refuel—our first port of call in Florida."

Day 27

"A craft built like a Chinese junk was moored just in front of us (it had passed us earlier in the day) and the menagerie on board was something else. Three dogs and a monkey! Earlier in the day I thought I had been touched by the sun when I saw the monkey swinging from the mast. . . ."

Day 35

"At about 0945 Frank saw a radio beacon on the horizon: Bimini. It looked as if our navigation was right on target. . . ."

Day 40

"Lord only knows where we are. At 0503 Frank checked a flashing light and can only assume it's Cuba."

Day 41

"We were making good time in the easterly wind: roughly five mph. We've both been very thirsty lately—hope it's the salty air and not dehydration. . . ."

Day 50

"We decided today that our watches have been a bit too long, especially at night. As our concentration ebbs we are not as accurate with the compass course."

Day 52

"Frank said that if I could get \$15,000 for the boat, I could sell it and we'd get a smaller one to sail on the weekends. I spent my afternoon watch making up "For Sale" notices in my head."

Day 53

"Frank spotted land about 40 miles off the starboard beam. Puerto Rico!!! At about 1630 I was watching some seagulls feeding and noticed some big shadows in the water. One of the "shadows" emerged and I almost died of fright: A pilot whale, and what a monster! I screamed down to Frank and we turned the boat around immediately—then watched a whole herd of those brutes glide past us."

Day 54

"We decided to clear customs at Fajardo rather than San Juan to save time. As we neared Cabo San Juan (the northeast tip of Puerto Rico), the water was very choppy, and the engine labored to push us along. There were a few tense minutes until we rounded the cape and came into the lee of the island—then we were absolutely jubilant.

We laughed and I cried—we called out and danced in excitement. We drank a couple of warm beers to celebrate, and planned for our arrival at Roosevelt Roads.

We entered the harbor channel at dusk, and the engine chose that moment to die. What an anticlimax! Frank had to change the plugs—the last time for a while, though. We tied up to the only vacant place along the pier.

Our long voyage was over and we felt a great sense of accomplishment and joy."

The long voyage may be over but life on a sailboat has just begun for the Tarpleys. Tied up at slip 37, *Los Bucaneros* is home for Frank and Kaye. MSI Tarpley is currently attached to the Atlantic Fleet Weapon Training Facility.

Space is at a premium and their home moves at times as if they were located on top of the San Andreas fault, but with no weeds to pull, and no grass to mow or six-plus rooms to keep clean. If the view becomes too stale, a line can be released and a new anchorage found.

The Tarpleys have a sense of spirit and adventure plus a pride in what they are doing and it reminds one of the early pioneers, Dan'l Boone and Lewis and Clark.

What better time, than during the Bicentennial Year, to raise a hand in salute to two people just a bit bigger than life.



The watch is set as Frank Tarpley relieves his only shipmate from her duty at the helm.

'Hands on' Thermodynamics For Senior Officers



Material Management

They lit boilers with flaming torches, bruised knuckles tightening bolts and burned hands on hot valve wheels. They learned firsthand how to find boiler-corroding dissolved oxygen in water and they tried to detect salt in such small amounts that it had to be measured in fractions of a part per million.

They weren't boiler technician apprentices; they were admirals and captains—24 senior officers who recently completed a 15-week course on modern steam propulsion systems. They worked long hours learning firsthand the requirements and difficulties relative to the engineering systems that power Navy ships. At the same time, they increased their ability to guide and assist in all areas of shipboard material management.

Chief of Naval Operations Admiral James L. Holloway III explained the reasons for this kind of high level hands-on training last February when he addressed the House Committee on Armed Services. He cited readiness problems caused by the Navy's prior involvement in Vietnam, high tempo operations and the impact of the unstable economy on the Navy's ability to keep its ships in good repair. But, he added, "I believe another cause of many of our problems lies in attitudes and capabilities of our officer managerial force."

Admiral Holloway explained the Navy's decision to place new emphasis on technological education for officers beginning at the Naval Academy and the Naval Reserve Officer Training Program and continuing as an ongoing program to develop material management awareness and skills all the way up to the ship command level.





Above: Senior naval officers assemble at the Tomich Steam Propulsion Training Facility at Great Lakes, Ill. Top left: The facility. Bottom left: Captain Douglas R. McCrimmon (left) and Rear Admiral Paul H. Speer, after they lit off a boiler. (Photos by JO1 Alan Dooley).

"I have recently approved a program whereby a surface warfare officer, in order to qualify for command, must first qualify in engineering, including meeting the qualification standards for engineering officer of the watch," said the CNO. "This has not been a requirement since before World War II."

The senior officers enrolled in the new program began their training at a Navy facility near Idaho Falls, Idaho, with six weeks of intensive theory in math, physics, chemistry and thermodynamics. Following classroom work, they put their theoretical training into practice. They worked side by side with enlisted machinist's mates and enginemen learning the proper use of hand tools, equipment operation and advanced manual arc and tungsten inert gas welding.

"It's one thing to weld on a bench, but there's a difference when you've got to lie on your back under a piece of equipment, welding around a corner while observing your progress in a mirror," said one officer.

After a short session of instruction on shipboard engineering casualty drill planning, the students left Idaho Falls, dividing into two groups. Twelve went to Great Lakes, Ill. for practical experience on the 1200/psi training power plant while the others traveled to

Puget Sound Naval Shipyard, Bremerton, Wash., to develop skills in planning and supervising major overhauls.

At Puget Sound, the problems of overhauling a Navy ship were studied. They studied how to administer the overhaul budget, how to coordinate work of shipyard personnel and how to train the ship's force. Having these many events take place simultaneously with the end result of a totally "ready" ship returning to sea was emphasized.

Meanwhile, at Great Lakes, officers started their week of operation of the steam propulsion plant with a tour through the hot, dark confines of a large boiler. Following an internal inspection of the boiler, the officers received "hands-on" experience with the training plant.

At the end of the week, the two groups exchanged places. Following the Puget Sound/Great Lakes training, the last week of the course was spent underway aboard Navy ships where the officers observed engineering operations and ship performance.

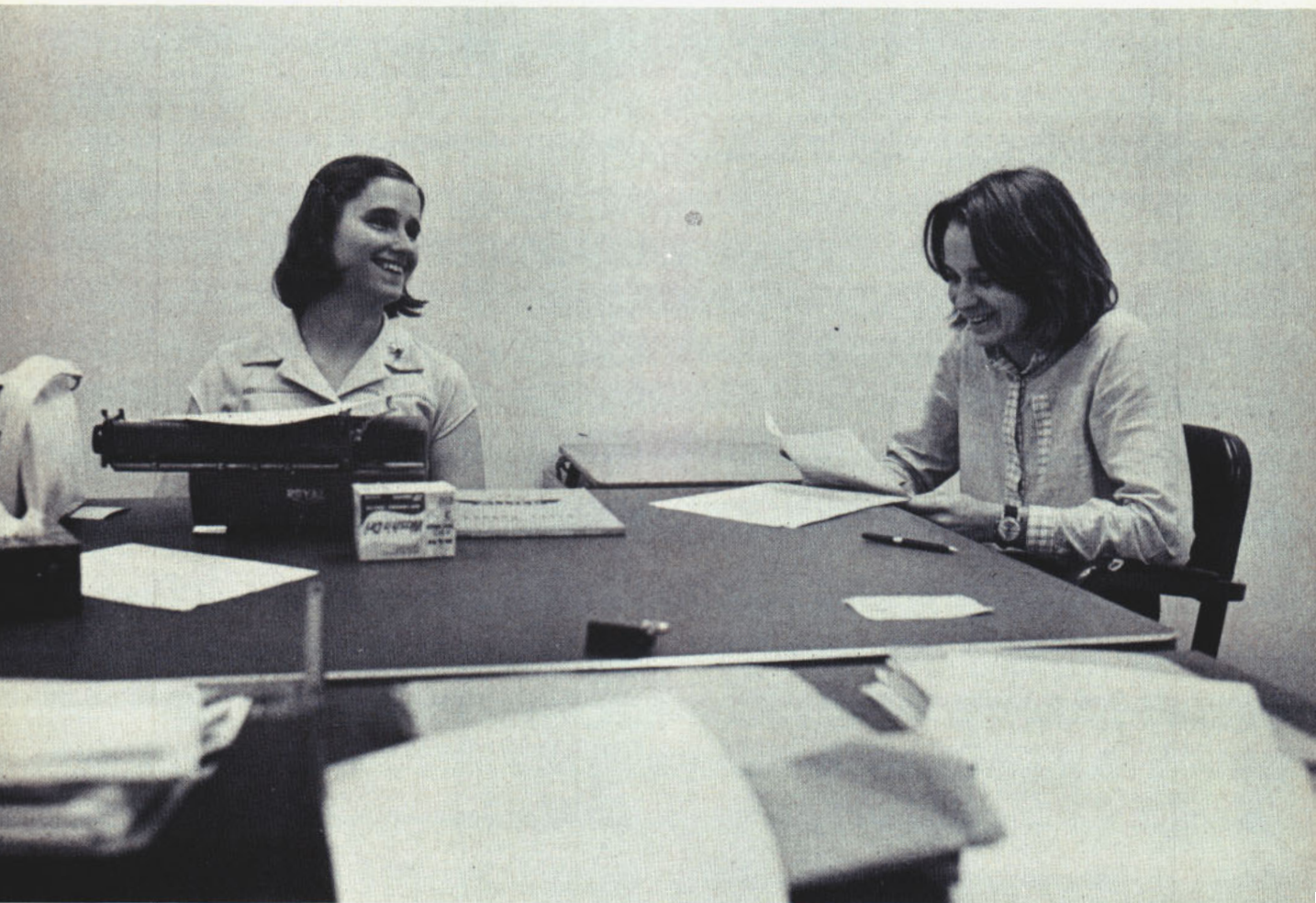
The program was designed to provide officers an increased awareness of fleet material management requirements which will apply not only to engineering, but also will carry over to all areas of shipboard material readiness including combat systems and electronics.

Of the 24 senior officers who completed the program, three have been assigned to fleet staffs ashore where they will be making decisions directly affecting operating ships and 21 will assume command of major warships or groups of ships.

Handicapped Employees

Physical Impairments Are Just Obstacles to Overcome

By JO2 Davida Matthews



"Too often the emphasis is placed on what handicapped people can't do—not what they can do." So states Marlene Dammann, the Navy's Selective Placement Program Coordinator. "The days of putting the handicapped away and forgetting them are gone."

People who are physically handicapped, mentally restored, mentally retarded and the rehabilitated offender serve the Navy as useful, productive employees under the Selective Placement Program.

The Rehabilitation Act of 1973 and the Vietnam era Veterans' Readjustment Act of 1974 expanded and strengthened the program by requiring agencies to develop and implement affirmative action plans for hiring, placing and advancing handicapped individuals and disabled veterans.

Navy permanently employs 6635 handicapped people in Civil Service jobs. Countless others obtain summer jobs. The term handicapped is usually associated with physical disability. However, in this program, it applies to anyone who, because of personal circumstances, is handicapped in obtaining employment.

Patricia Bradshaw, Washington, D. C. area coordinator for the program, works closely with 30 command selective placement coordinators. Their job is to evaluate the candidates on the basis of experience, training, aptitudes, skills and physical qualifications. "We consider all these factors before we place a handicapped person on the job," she explained. "By matching the person to the job at the outset, we solve many problems before they can develop. If placed properly, the impaired person, occupationally at least, is no longer handicapped."

When an opening becomes available, Mrs. Bradshaw contacts the command coordinator, who contacts the job supervisor to discuss the feasibility of placing a disabled person in the job. "Often, the most difficult part is persuading a supervisor to allow a handicapped person to perform in the job. It's a matter of attitude, so it's up to the coordinator to convince the supervisor that, for instance, just because a person is confined to a wheelchair doesn't mean he can't be a good typist, or that a deaf person won't make a good computer programmer."

Mrs. Bradshaw came up with one solution—a seminar she developed for personnel specialists on the problems and solutions of hiring the handicapped, and dealing with supervisors.

"For three days, we expose personnel specialists to the life of a handicapped person through lectures and films," Mrs. Bradshaw explained. "One exercise we do seems to bring the message home, a little dramatically perhaps, but effectively. We ask a volunteer from the group to use a wheelchair for the first day of the seminar. The person must remain in the wheelchair, then at the end of the day, recount his or her experiences. Mrs. Bradshaw told of the many stories volun-

teers related concerning how stairways suddenly became insurmountable; doors, too narrow; and elevator buttons, out of reach. "It never fails to amaze them how a person confined to a wheelchair copes in our society."

When a supervisor agrees to work with a handicapped employee, a "trial" period is allowed. This gives the supervisor a chance to determine if the handicapped employee can perform satisfactorily in the job. If, for any reason, the employee doesn't work out, the supervisor can release that person without a long, involved process. Many impaired people go through the normal examination routine and receive regular eligibility for hiring status. But the severely handicapped or retarded must receive certification from a state office of vocational rehabilitation that they can perform in a job situation.

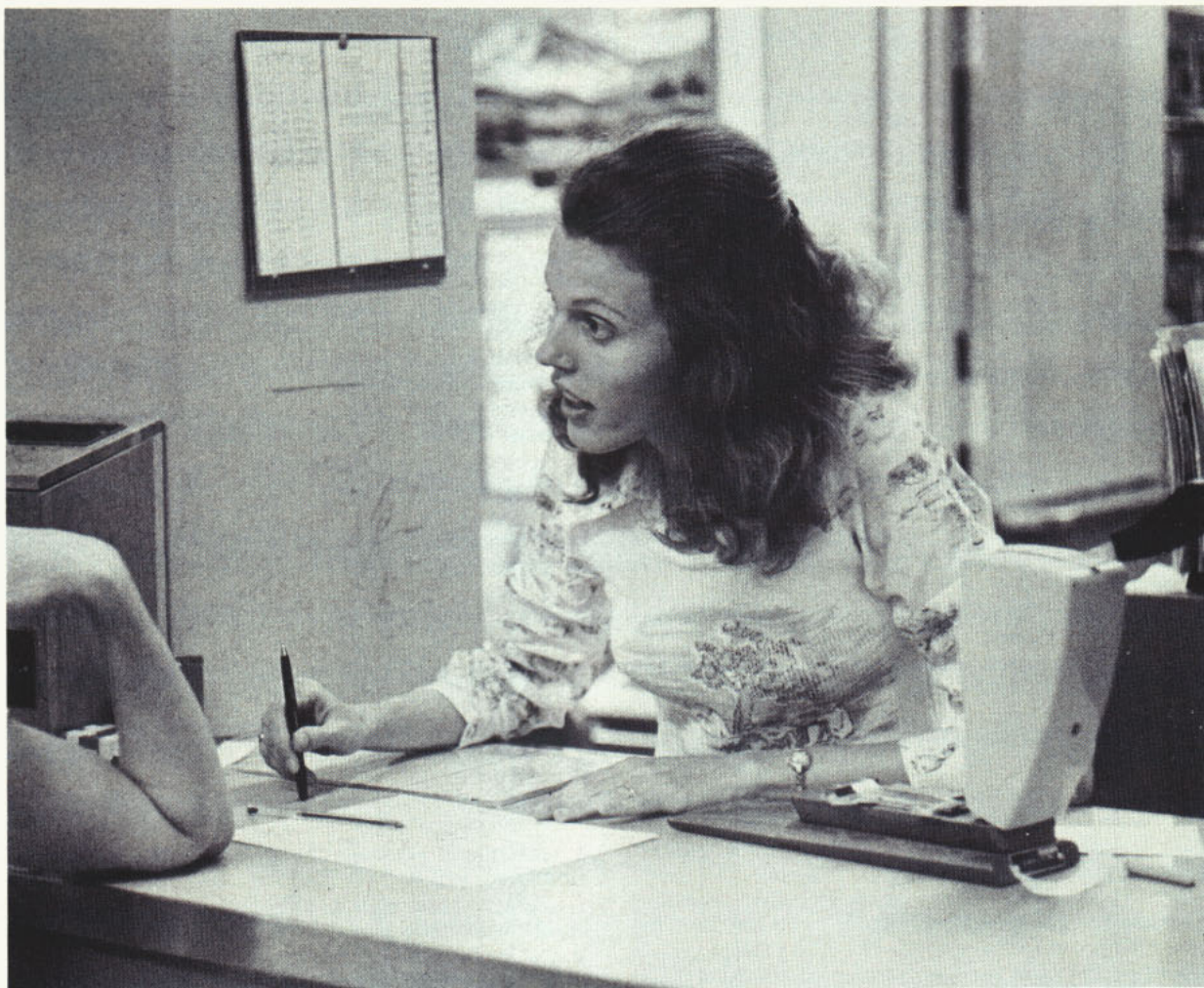
Linda Schneider worked for the Navy this past year in a summer hire program. Linda holds an English Literature degree from Trinity College in Washington, D. C., and is now a third year law student at Georgetown University Law Center. Her achievements might not seem all that unusual unless one considers that she is blind and partially deaf. Her work last summer in the Navy's Contract Appeals Office exposed her to another facet of the legal world—government contracts. "They were an experience," she laughed, "But I have the satisfaction of knowing that I was accepted on the basis of my merits and the quality of my work. I enjoyed the challenge. I was sure I could function in a real office working environment, but those few months proved it."

Linda worked with a full-time reader, Carol Galbraith, whom she paid out of her earnings. "Carol is also a law student so that made it a little easier. She read while I took notes on the typewriter of the things I wanted to remember. Later, we went back over my notes, and from there, we began the research for the appeals."

Linda went through the normal examination process to receive her job. With her educational background, she had little difficulty in getting a position for the summer.

Ira Rothenberg was interviewed by Mrs. Pat Pilcher, Selective Placement Coordinator for Naval Sea Systems Command Headquarters in Arlington, Va. A sophomore at Gallaudet College in Washington, D. C., Ira is deaf and has no special vocational training. But Mrs. Pilcher was impressed with his intelligence and enthusiasm. He passed a typing test and became a clerk in the civilian personnel office. His supervisor, Violet Hartman, had nothing but praise for him. "We had a six-month backlog of correspondence and filing before he came. Now we are all caught up. We've had young people come in for the summer before, but he's the most industrious worker I've ever had," Mrs. Hartman declared. "The only trouble I had with Ira is that, because he can't hear an alarm clock, he was sometimes late for work. But he was always careful to make up

Left: Linda Schneider (left) shares a light moment with her reader Carol Galbraith.



Barbara Blanton answers a question at the information counter at the Outpatient Clinic at the National Naval Medical Center.

the lost time at the end of the day."

Ira is the fourth generation on his mother's side to be born deaf. "My mother is also deaf, so sign language and lipreading are a part of my family's normal life." Because he can't hear himself, Ira's speech is a bit difficult to understand at first. "After I grew accustomed to the way he said things, I had no trouble at all." Mrs. Hartman said. Ira accepts his disability almost nonchalantly. He left family and friends in New York to attend Gallaudet. The young man shares an apartment with three other students, drives his own car and enjoys partying with his friends. He has a hearing aid which picks up some sounds but prefers not to wear it.

"I'm very active and it gets in my way, like when I run. Besides, most sounds are nothing but noise and it gets to be distracting." He does use his hearing aid for his favorite hobby—going to the movies.

Linda and Ira have physical impairments, but for each they were just obstacles to overcome. That's the attitude of the physically handicapped today and it

applies to full time Civil Service handicapped employees as well as those in the summer hire program.

Even though she is blind, Margaret Gaffney earned degrees in both physics and engineering and just started employment as a GS-5 Electronics Engineer in Training for the Naval Ship Engineering Center in Hyattsville, Md. "Since I am in the training program, I'm just getting the feel of the job. I am learning how the IVCS (a ship-to-ship, ship-to-land telephone communications system) works. There is much to be learned about the hardware and software involved. Later I will be working with the system itself."

Margaret uses a device called Optacon (OPTical-to-Tactile CONverter) which aids her in reading without help. An Optacon is a reading machine resembling a tape recorder, that converts regular inkprint into readable, vibrating, tactile form. To read with the Optacon, she moves a miniature camera across a line of print with one hand. The index finger of the other hand is placed on a screen approximately one inch long and one-half inch wide. As the camera is moving across

a letter, the image is reproduced on the screen by means of vibrating reeds. "Drawings and graphs are more difficult to read," Margaret said, "but with the Optacon a new world has opened up."

For Michael Blanton, his job with the Civil Service was an answered prayer and the beginning of a new life. Michael has muscular dystrophy, a disease of unknown origin that produces a progressive muscular deterioration and wasting. Like so many handicapped people, Michael's active, fully functioning brain was trapped inside a diseased body. "My family moved to Falls Church, Va., from Kentucky because we heard I could find work here. Those first few years I applied for everything imaginable but no one would hire me. Finally, just to get out of the house and keep busy, I volunteered to work at the Falls Church Handicapped Social Center.

Michael met his wife, Barbara, at the social center. Barbara had developed Wilson's Disease a few years before—a disease that impairs the body's ability to process copper, causing the substance to deposit on major organs. Copper deposits caused inflammation and, eventually, scarring. In Barbara's case, the copper affected the part of the brain controlling speech, garbling any sound she made. The disease is hereditary, but was recessive throughout her childhood and teen years. Suddenly, she found herself living in a world with which she couldn't communicate.

With treatment, Barbara eventually regained most of her ability to speak, but in those months she began to withdraw from society. Under her doctor's advice, she began to visit the social center. "I couldn't continue feeling sorry for myself when there were so many others much worse off. I met Michael, and after a while, I saw past his disability to the real person he is."

Michael heard of the Navy's Selective Placement Program and contacted its administrators. Soon, he received a job at the National Naval Medical Center, Bethesda, Md.

"At first, I had a lot of trouble because my work was at an information desk and called for me to get up and down. I guess I do fall down a lot," he laughs, "but I've been falling all my life and I know how to fall so I won't hurt myself. I just made the people I worked with nervous." Michael talked with his placement counselor about the problem. "I switched jobs and everybody concerned, especially myself, couldn't be happier." Michael is now a GS-3 Statistical Clerk in the Statistical Branch of the Outpatient Service at the medical center. The major portions of his duties include the collection, editing and computation of statistical data and the preparation and review of mathematical data used by the Outpatient clinics. According to his supervisor, Michael is one of the most conscientious employees in the Outpatient Service and his speed and accuracy on the adding machine equal those of an unimpaired person.

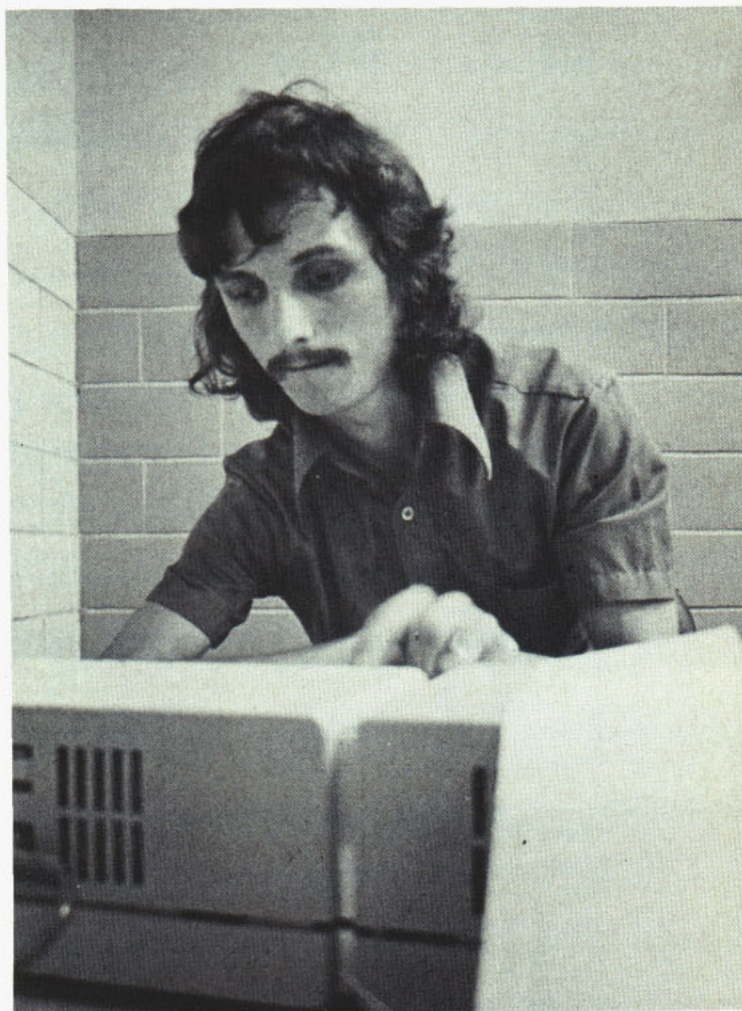
"With this job, for the first time in my life, I felt I could support myself financially. Having a job changed my whole outlook on life." A few months after he began working for the Navy, he asked Barbara to marry him.

Almost two years later, the honeymoon may be over, but Michael's attitude toward his job hasn't changed a bit. Even Barbara got into the act. With medication, her speech impairment is no more than a slight hesitation now.

"When a job opened up for a Medical Records Clerk in the Outpatient Clinic down the hall from Michael," she said, "I applied for eligibility in the Selective Placement Program and got the job."

With Barbara's added income, the Blantons plan to move to a new apartment soon. "Things are really looking up for us now." Michael reached for Barbara's hand. "It was a tough decision to allow this interview. We feel we lead a normal life and we don't want any sympathy. But we decided that if someone who reads this knows a physically handicapped person he may tell him about the Navy's Selective Placement Program, and help him find the kind of life we have."

We hope it helps, too, Michael.



Michael Blanton works as a statistical clerk in the CHAMPUS information office at Bethesda Naval Hospital.



letters to the editor

Want to pass something of interest along to the rest of the fleet, or perhaps just give us a few of your thoughts? Here's the place to do it. This section of ALL HANDS is open for unofficial letters from you on almost any naval subject. We can't promise to publish every letter we receive, but each will be answered. Write: Editor, ALL HANDS, Navy Internal Relations Activity, Office of the Chief of Information, Washington, D.C. 20350. Sign your full name and give complete address. Please don't send postage or return envelopes.

Move the Missiles

SIR: In reference to the question in "For the Navy Buff," June 1976 ALL HANDS: "Has a surface ship ever been fitted with *Polaris* missiles?"

I was assigned to *Observation Island* for over four years and during that period *O.I.* had two, not one, *Polaris* launchers on her missile deck just aft of the superstructure, not on the fantail.

She was scheduled for a yard period

just after I left, to be fitted out with launchers for *Poseidon* missiles, although I can not say for sure that this actually happened.

Just as general interest, as you said, she was converted from a merchant. She was a *Mariner* class hull which was originally named *Empire State Mariner*.—BMC M.B.C.

• *We stand corrected.*—ED.

Fonda as Nimitz

SIR: With no feeling of abandoning the arm of service in which I spent 20 good years, I read ALL HANDS whenever the Navy people I work with get their issue.

Your article in the June 1976 issue, "The Midway Story," caught my attention since I am something of a historian of World War II naval activities and had recently seen the "Midway" movie.

Recently, I saw the television rerun of "In Harm's Way"—Henry Fonda also appeared in that movie in the role of Admiral Chester W. Nimitz, Commander in Chief, United States Pacific Fleet and Pacific Ocean areas.—TSgt M.L.V., USAF (Ret).

• ALL HANDS failed to mention that Henry Fonda had played the role of Nimitz in a previous film. Thanks for passing the word.—ED.

Navy Buff: Officer Frocking

SIR: May I congratulate you on the excellent June 1976 issue of ALL HANDS? Your 18 feature articles had broad readership appeal and each was interesting and well illustrated.

In particular, I appreciated your tribute to Rear Admiral Samuel Eliot Morison whom I had the privilege of knowing personally.

The next time you publish the feature, "For the Navy Buff," please include information concerning the Navy's act of "frocking an officer." I understand the act in its present form, but I would like to know the source from which this act came into being. My research into the subject has been frustrating and unproductive. Perhaps a member of your staff can succeed where I failed.—J.M.F.

• Thanks for the kind remarks. We don't guarantee success but we're looking into the particulars of "frocking an officer," as you suggested, for a future input to the feature.—ED.

Navy Women

SIR: I just finished reading your May 1976 issue of ALL HANDS. Of particular interest to me was the article, "Women at Orlando."

I am glad to see the Navy treating women as something more than a reserve force. Throughout our nation's history (especially World War II), women have played a vital part in our defense. I sensed from the article a real effort toward getting women trained for any opportunity the Navy has to offer. I look forward to the day when the goal is fully implemented. I have been a linehandler on a DD when women on the tugs did the job as well as anyone.—STG3 R.M.

Doubleday Debunked

SIR: As I read the June 1976 issue of ALL HANDS, and especially after reading the article "For the Navy Buff," I thought how great it was that you are still giving us straight facts and even wiping out some old myths. And then I reached page 64 and "Taffrail Talk" and my mind started shouting "Foul Ball!" The myth that Abner Doubleday invented baseball is one of the most amusingly fraudulent pieces of manufactured history in existence and one I just can't imagine that you would swallow.

From Tristram Potter Coffin (among others) in *The Old Ball Game* we find that "There is a legend that Abner Doubleday started it all in 1839 when he was a cadet at the United States Military Academy. Although the legend has long since been discredited, people like to go on believing it the way they believe Washington heaved a dollar across the Rappahannock or Lincoln walked three miles to give back 6¼ cents he had overcharged a customer." . . .

From what I've read, the person who organized and gave some rules to what was then a disorganized and rowdy game was Alexander Joy Cartwright, Jr. He did this in 1845.

I don't expect any of this to reach ALL HANDS since there is no Letters-to-the-Editor column but I just thought I'd try to set the record straight.—CTA1 G.S.H.

• You caught us off base with the Abner Doubleday yarn.

Our letters-to-the-editor column occasionally falls victim to space limitations and we have an issue now and then without such a column.—ED.

ALNAV PUZZLE

Once again we offer an AlNav Puzzle to test your eyes, as well as your knowledge. This was submitted by Chief Aircrew Survival Equipmentman Jose Hernandez-Diaz of the U. S. Naval Safety Center in Norfolk.

There are 45 words hidden in this puzzle. Somewhere within, you will find the ratings, and words that describe various rating tasks. Some words are compound words

such as "fire control." They may be printed vertically, horizontally, diagonally, forward or backward. Also hidden is a message to all Navy people.

The ratings are: AG, AC, BM, BT/BR, TM, BU, RM, IC, CM, MS, TD, DM, DK, ET/AT, AME, UT, EN, EQ, FT/AQ, GM/AO, HM, MA, JO, MU, IM, LN, LI, AD/MM, MN, ML, OM; PR, PM, PN, PH, PC, QM, OS, HT, SH, ST, SW, AK/SK and AM.

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E C R S R A N O S V O C Z G M I N E A T D O O L E D T O
S I I N E N A E R R Y Q A U L N N E C S N U T A C I N N
N N Y I O S T R E K E Y O D U O M V Y T I L I T U J E E
A A F A S A H A U B E Y E O M A N C E L T Y A S N T M E
N H A W C L O E B R G R I L P V Z I A S T P N O C E P O
R C Y S O B M U N A E R E H P A R G O H T I L P I V I G
E E R T R A I N I N G D E V I C E S K C R I W C B O U N
H M V A O C O A B U C E B U F D R A F T I N G H E Y Q A
C T L O R T N O C E R I F Y I Q U A R T E R M A S T E R
R I C B H A P P Y B I C E N T E N N I A L I O T T O N N
P R C H E R N A N D E Z D I A Z A F I N S T R U M E N T

TAFFRAIL TALK

Do you fancy yourself a budding Ernie Pyle, neophyte Pearl S. Buck, or even a weekend author eager to get into print? If so, ALL HANDS wants to publish your material for the entire Navy to read and enjoy. It makes no difference what your Navy job is—journalist, operations officer, torpedoman's mate—as long as you write accurately and interestingly about a topic of general Navywide appeal.

The range of acceptable subject matter is virtually unlimited. If you have an unusual hobby with a Navy twist, write about it; if you were favorably impressed by your last liberty port, write about it. If your command is involved in a unique project or operation, write it up, and send photography. Material submitted may be extensive and result in a major multipage article; or it may be a short "tidbit" that would be appropriate in one of ALL HANDS' new departments. If you're a Navy history buff, you might want to author a historical vignette for our new feature, "Grains of Salt." No fiction or poetry, please.

Of course, contributions are not limited to manuscripts. We also want sharp, black-and-white glossy prints (5 x 7 or larger) or color slides depicting some aspect of Navy life. Interesting composition and subject matter should be emphasized, along with technical quality (focus, contrast, etc.). Generally, color prints are not desired since they're rather difficult to reproduce in true tones.

Many photographs sent in have become ALL HANDS covers or have illustrated articles about various aspects of Navy work and liberty. A series of photographs, either black-and-white or color, that tell a story about a Navy job, or reveal a step-by-step unfolding of some Navy event are always welcome for use as a photo feature.

Photographs and articles sent exclusively to ALL HANDS have the best chance of being published. Material submitted simultaneously to other publications should be so noted. It is quite possible that two or three months can elapse before the magazine has a chance to publish submitted material.

Whenever possible, photographs should accompany articles. Articles should be typed, double-spaced, and include the full name, rank or rating of any person mentioned, especially the author. Photographs should include an explanatory paragraph (caption) describing the action in the picture along with complete identification of those shown. Any articles or photographs describing Navy operations should be cleared by your command to ensure that classified material is not divulged.

In addition to the pleasure you'll receive by seeing your work in print and your name prominently displayed as a "by-line," all contributors receive free copies of the issue in which their material appears to keep as a souvenir or as part of their professional portfolio.

There must be plenty of Navy people out there who have a good story or photograph kicking around which ALL HANDS would be interested in receiving. Why put it off any longer? Opportunity is knocking at your hatch!

The All Hands Staff

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ORIGINAL ARTICLES and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Navy Internal Relations Activity, Department of the Navy, Room 1044, Crystal Plaza No. 6, 2221 Jefferson Davis Highway, Washington, D. C. 20360.

DISTRIBUTION: ALL HANDS is distributed on the basis of one copy for approximately six naval officers and enlisted personnel on active duty. The Navy Internal Relations Activity (NIRA) invites requests for additional copies as necessary to provide adequate distribution on this basis. Note that distribution is based on the authorized number of members attached.

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AT RIGHT: What do Navymen do at sea in their spare time? This Navymen took the expression "go fly a kite" literally and flew one at sea while aboard a U. S. Seventh Fleet ship. (Photo by PH1 John R. Sheppard.)



